

GENERAL PLAN

LAND USE

CIRCULATION

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HOUSING

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TOWN OF COLMA

COLMA GENERAL PLAN

INTRODUCTION

PLANNING CONTEXT
STATEMENT OF COMMUNITY GOALS
REGIONAL AND LOCAL SETTING
KEY FEATURES OF THE PLAN

LAND USE ELEMENT

PAGES IDENTIFIED BY LU PRECEDING THE PAGE NUMBER

CIRCULATION ELEMENT


PAGES IDENTIFIED BY CE PRECEDING THE PAGE NUMBER

OPEN SPACE/CONSERVATION ELEMENT

PAGES IDENTIFIED BY OS PRECEDING THE PAGE NUMBER

HOUSING ELEMENT

PAGES IDENTIFIED BY H PRECEDING THE PAGE NUMBER



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COLMA GENERAL PLAN

THE PLANNING CONTEXT: THE PAST, PRESENT, AND FUTURE TRENDS OF COLMA

Colma is a greenbelt community with attractive cemeteries and agricultural fields surrounding a regionally oriented core commercial area. The Town began as a community of thirteen cemeteries in the early 1900's. This was partly due to an ordinance prohibiting burials in San Francisco after 1901 which forced cemetery owners to relocate to the Peninsula. In order to prevent this from happening again, they incorporated into a town on August 5, 1924.

During the second half of the 1900's Colma became known, not only for containing a number of regional cemeteries, but also for its farms of fresh-market flowers. An expanse of 450 acres, located between Colma and Daly City used exclusively for raising violets, became a major seasonal tourist attraction.

By 1960 approximately 500 residents called the Town of Colma their home. In the 1970's and early 1980's the Town boundaries were expanded by annexing portions of the unincorporated Sterling Park area northeast of F Street and El Camino Real. The population as of January 1987 was estimated to be 731 persons.

The Association of Bay Area Governments (ABAG) projects a steady growth in population and employment for all Bay Area cities to the year 2000. Although ABAG estimates that the population of Colma could reach 2500 by the year 2000 the Colma City Council has adopted a goal of achieving no more than 1500 (a doubling of the population) in the same time period.

The 1980 U.S. Census indicates that Colma residents are predominantly white, a significant portion of which are of Spanish origin. The mean family income in 1979 was \$26,351 compared to a County mean of \$32,916. Major occupations in 1980 were crafts, administrative, and service jobs. The labor force consisted of 56% men and 44% women in 1980. Unemployment was 0% for women and 3.7% for men in the work force at that time.

Over the last two decades, the Town has encouraged regional commercial facilities to develop centered along Serramonte Boulevard and stretching north from Serramonte Boulevard along Junipero Serra Boulevard. There is a significant concentration of automobile and truck dealerships in Colma and there are two large shopping centers offering a total of approximately 450,000 square feet of commercial space. These businesses provide some local employment opportunities.

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STATEMENT OF COMMUNITY GOALS

During the past few years the Colma City Council has held a series of study sessions on community goals to be included in the General Plan. These goals are intended as an overall guide in focusing and administering the General Plan.

1. Preserve the character of Colma as a city of cemeteries.
2. Plan for a population in Colma of approximately 1500 people by the year 2000.
3. Promote the availability of affordable housing in Colma for all income groups.
4. Provide areas for service commercial uses that are distinct from the central retail core.
5. Provide a basis for the orderly use of land resources throughout the Town of Colma.
6. Preserve those resources which provide residents with a sense of nature, relief from overcrowding, and recreational use.
7. Coordinate the circulation system with those of adjacent cities and areas to provide ease of movement into and out of the Town of Colma.
8. Develop scenic corridors along the Town's major north-south thoroughfares.
9. Regulate land use and development of structures in order to provide maximum protection from fire, mud slides, geologic and seismic hazards.

STATEMENT OF COMMITTEE MEMBERS

The Committee on the Status of the American Indian, established by the House of Representatives in 1946, has the honor to submit to the House its report on the progress of its work during the past year.

1. During the past year, the Committee has held numerous public hearings and has received many suggestions from the Indian community. It has also conducted extensive research into the various problems facing the Indian people.
2. The Committee has found that the most serious problem facing the Indian people is the lack of adequate housing. It has therefore recommended that the Federal Government should take immediate action to provide adequate housing for all Indians.
3. Another major problem is the lack of adequate education. The Committee has recommended that the Federal Government should provide financial assistance to Indian schools and should also provide training for Indian teachers.
4. The Committee has also found that many Indians are suffering from economic hardship. It has recommended that the Federal Government should provide financial assistance to Indian farmers and should also provide training for Indian workers.
5. Finally, the Committee has found that many Indians are suffering from health problems. It has recommended that the Federal Government should provide medical assistance to all Indians and should also provide training for Indian health workers.

REGIONAL AND LOCAL SETTING

Colma is located approximately two miles south of San Francisco on the San Francisco Peninsula, midway between the San Francisco Bay and the Pacific Ocean. The Town is bounded on the north and west by Daly City, on the south by South San Francisco, and on the east by San Bruno Mountain Park. San Bruno Mountain provides the natural appearing backdrop to views of the Town from the surrounding area. Colma is easily accessed from the north and south by Interstate Highway 280 and by State Highway 82 (El Camino Real).

Within the town boundary, the ground elevation ranges from 100 to 500 feet Mean Sea Level. The Town boundary includes nearly two square miles of a wide valley centered on Colma Creek which roughly parallels El Camino Real. Most of the lands east of El Camino Real are developed either in cemeteries or agricultural fields. These uses are in the foreground of views of San Bruno Mountain from Colma and gives this part of the Town a rural atmosphere. Lands west of El Camino Real stretching up toward Interstate Highway 280 are oriented to more urban uses although this regionally oriented commercial center is bracketed on the north and south by cemeteries. (See Exhibit LU-2)

KEY FEATURES OF THE GENERAL PLAN

The Plan Concept

The Plan Concept is to strengthen the Town's sense of being a definite place in the Bay Area. Emphasis is placed on the important greenbelt theme of Colma, on enhancing its residential environment, and on promoting its important regional commercial center.

Special Identity for Colma

Colma is different from other Bay Area towns because of its large expanses of open green space due to cemetery and agricultural land uses. Colma is protected on the east from the intrusion of different land uses by San Bruno Mountain Park. Similarly, the Town is protected on the west by Junipero Serra Freeway (Highway 280). The plan proposes to retain Colma's greenbelt theme and separate identity by strengthening the existing visual buffers on the Town's perimeter and by protecting the greenbelt experience as one travels in a north-south direction through the Town. (See Exhibit I-2).

Colma is also different from other Bay Area towns because of the regional orientation of its commercial core area. To the extent that it is practical, the plan focuses on Serramonte Boulevard as the regional commercial spine with retail activities concentrated between Junipero Serra Boulevard and El Camino Real.

Gateways to the City

Colma's image is dependent on what is seen from the road as people approach and move into the Town. Colma's separate identity and sense of containment can be strengthened by the experience of entering the Town through park-like gateways. The Plan identifies five distinct gateways: one on El Camino Real at the intersection of F Street, one at the junction of El Camino Real and Old Mission Road, and one at the junction of Serramonte Boulevard and Collins Avenue where they intersect Junipero Serra Boulevard, one on Hillside Boulevard at the intersection of Hoffman Street, and one on Hillside Boulevard north of Evergreen Avenue. Improvements to these gateways are described in the Circulation Element.

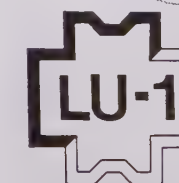
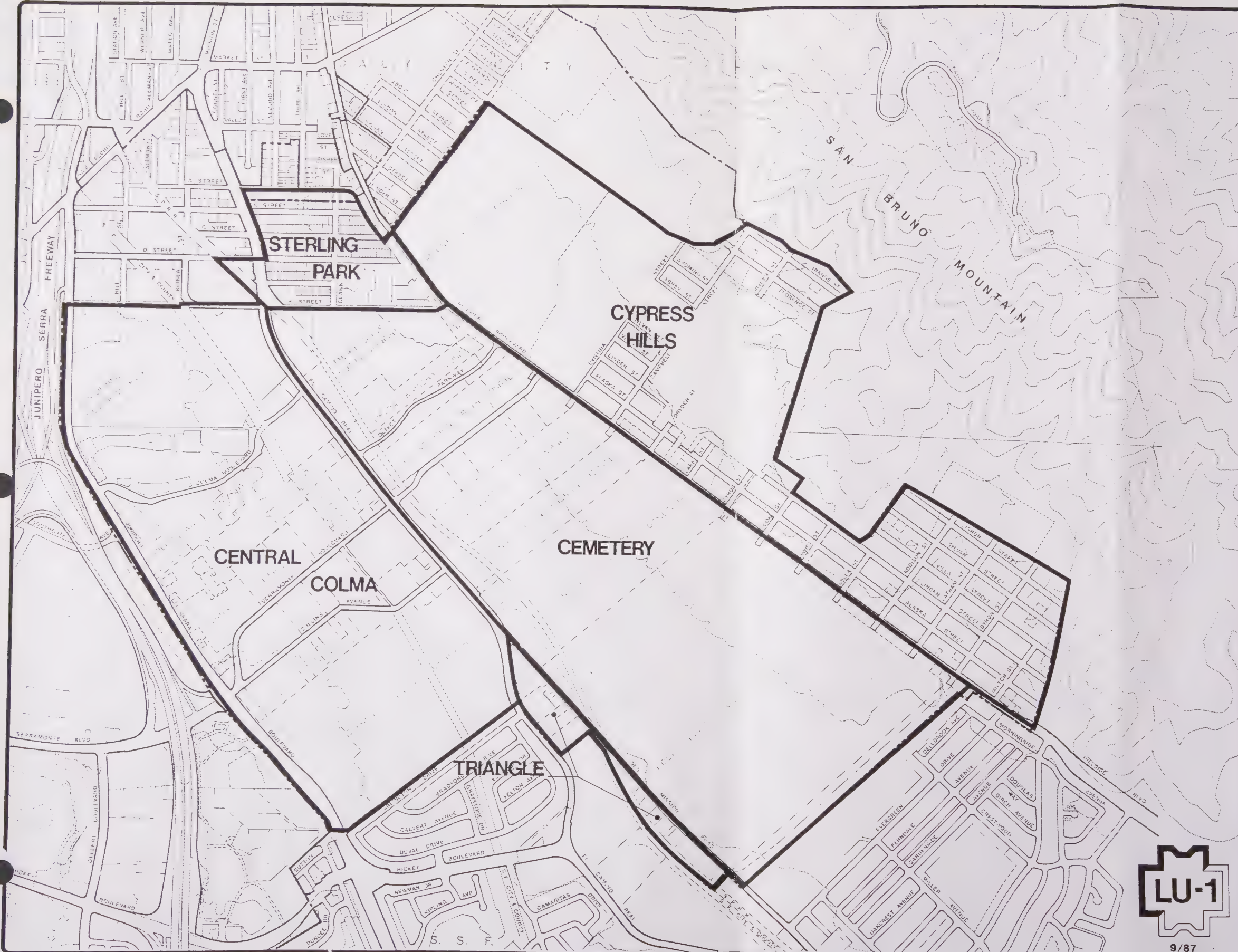
Planning Areas

Several distinct planning areas are defined primarily by the major circulation routes through Colma. These are shown on the Planning Area Map Exhibit (LU-1), and are defined as follows:

1. Central Colma - Bracketed by Woodlawn Cemetery on the north and Cypress Lawn Cemetery on the south this planning area contains Colma's regional commercial core and City Hall.
2. Cemetery - Situated between El Camino Real, Mission Road, and Hillside Boulevard, this planning area extends from F Street on the north to the city limits on the south and is primarily committed to cemetery use.
3. Cypress Hills - Bracketed by Olivet Cemetery on the north and Holy Cross lands on the south, this planning area contains a golf course, landfill site, nursery facilities and other lands comprising the major area of future growth potential in Colma.
4. Sterling Park - This planning area represents Colma's existing residential district.
5. Triangle - Extending south from the junction of Mission Road and El Camino Real, this triangular planning area is oriented primarily to service commercial facilities.

TOWN OF COLMA GENERAL PLAN

PLANNING AREAS



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SCALE IN FEET

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COLMA GENERAL PLAN LAND USE ELEMENT

REVISED SEPTEMBER 1987

LAND USE ELEMENT

PURPOSE.....	LU- 1
RELATION TO OTHER PLAN ELEMENTS.....	LU- 1
LAND AREA AND LAND USE.....	LU- 1
LAND USE COMPATIBILITY.....	LU- 3
RESIDENTIAL LAND USE.....	LU- 4
COMMERCIAL LAND USE.....	LU- 6
CEMETERY, AGRICULTURE AND OPEN SPACE USE.....	LU- 8
EXECUTIVE AND ADMINISTRATIVE LAND USE.....	LU- 9
PUBLIC AND QUASI-PUBLIC USES.....	LU- 9
LAND USED FOR CIRCULATION.....	LU-19
PLANNED DEVELOPMENT LAND USE.....	LU-19
LAND USE POLICIES AND PROGRAMS.....	LU-22
Policies.....	LU-22
Programs.....	LU-24

EXHIBITS

LU-1 PLANNING AREAS.....	vi
LU-2 LAND USE.....	LU- 2
LU-3 SEWER SERVICE.....	LU-16
LU-4 WATER SERVICE.....	LU-17

LAND USE ELEMENT

PURPOSE

The Land Use Element is intended to describe the general distribution and intensity of present and planned future use of all land areas within the Town's jurisdiction.

RELATION TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element is influenced by each of the other Plan elements. While each land use type has certain basic land area requirements and service needs, the distribution of uses is significantly influenced by the availability of land not reserved for cemetery use, circulation and access, topographic features, noise factors, and the desire of cemetery owners and residents for open space and attractive surroundings.

LAND AREA AND LAND USE

Approximately 1.95 square miles are contained within Colma's town boundaries. Of this land area approximately 77% is presently committed to cemetery and agricultural land uses. This dominant land use type gives Colma its greenbelt theme. The Town is primarily viewed by its residents as a community of cemeteries although the Town has a significant commercial core that primarily serves a regional market. The table below indicates the share of total land resources currently designated in each major land use category. The Land Use Map (Exhibit LU-2) illustrates the locations of these uses.

Percentage of Total Land Area in Each Land Use Category

Residential	1.4%
Commercial	14.7%
Public	0.1%
Cemetery/Agriculture	77.1%
Executive/Administrative	0.7%
Circulation	<u>6.0%</u>
	100.0%

TOWN OF COLMA
GENERAL PLAN

LAND USE

GENERAL PLAN
LAND USE DESIGNATION

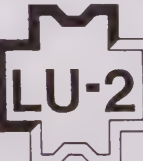
- RESIDENTIAL
- COMMERCIAL
- P PUBLIC
- CEMETERY
- EXECUTIVE/
ADMINISTRATIVE
- PD PLANNED
DEVELOPMENT

GENERAL PLAN
CIRCULATION SYSTEM

- STATE HIGHWAY
(NON-FREEWAY)
- ARTERIAL
- COLLECTOR
- (PROPOSED)
- T TRUCK ROUTE

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LAND USE COMPATIBILITY

Concept of Compatibility

There are inherent differences among land use types which help determine the most appropriate location for each type. The locational designations set forth in the Land Use Element are meant to provide for compatibility between adjacent uses and the features of the setting such as land slope, geologic condition, and noise level.

Use of Buffer

When it is necessary or desirable to place diverse land use types near each other, such as residential uses adjacent to manufacturing uses, or commercial uses adjacent to a cemetery, the use of a buffer to provide separation is recommended. This usually consists of fencing and planting, but may include building orientation to minimize conflict that could result from such factors as noise, lighting, trespass, building aesthetics, traffic and parking.

Circulation and Access

As a general rule, care should be taken so that non-residential traffic is not routed through local residential streets. Sufficient off-street parking should be provided for all new land uses to minimize congestion so that on-street spaces, where they are provided, are available for visitors. Where commercial uses may be placed in close proximity to residential or cemetery uses, even with the use of a buffer, care should be taken to orient the access and service areas of those commercial uses to avoid noise and visual intrusion.

Importance of Cemeteries

The most extensive existing and established land uses in Colma are memorial parks and associated uses including memorial parks, monument shops and florists. The aesthetic component of the community's character is largely a byproduct of these land uses.

Large properties throughout the Town are rich in highly aesthetic amenities. Well-groomed lawns, rolling hills, manicured landscaping and natural vegetation, quiet scenic areas for meditation, and tranquil paths for strolling are common and essential features of Colma's memorial park uses.

Some high intensity land uses could present conflicts with this established land use. Visual effects of future development and noise impacts upon the Town's memorial parks are two considerations which

will receive attention in any future proposed development applications. Despite this constraint to properties adjacent to or within memorial park land, there are areas in the Town which are sufficiently removed or buffered from the memorial parks to allow for the development of a variety of higher intensity land uses.

Land Use Compatibility Chart

A land use compatibility chart can be found in the Noise Element to illustrate the types of uses which are most compatible with each of the noise zones. The Noise Element also contains a discussion on noise buffers.

RESIDENTIAL LAND USE

Planning Context

Only 1.4% of the area within the town boundary is currently committed to residential land use. This is primarily concentrated in the Sterling Park Planning Area at present. It is expected that this percentage could increase to 9.8% of the total land area if all of Colma's housing development potentials are realized.

Single family homes and some duplex and fourplex units comprise the predominant form of residential development in Colma. The prevailing standards for lot size and housing unit size are 3,300 square feet and 1,200-1,500 square feet, respectively. Residential structures have a median age of 50 years. The condition of 70% of Colma's housing units is good while 27% need rehabilitation.

Colma's plan allows for a mix of residential types and unit sizes to occur. Land designated for residential purposes can be used for single family homes. Multiple dwellings, home occupations and child care facilities may be allowed subject to a Use Permit. In addition, residential facilities may be allowed in areas designated for commercial use upon approval of a Use Permit. Private school facilities and churches may be considered for location in a residential district; however, the preferred location for these types of uses is in a cemetery/agriculture district.

In order to assimilate additional population, and in order to assure the goal of achieving a total population of approximately 1500 by the year 2000, Colma needs to regulate the rate at which new residential development occurs. A growth management ordinance should be prepared to restrict the maximum annual number of new units which become available for rent or purchase.

Areas suitable for residential use include Sterling Park, Collins Avenue, Cypress and several scattered sites. These areas are identified on the Housing Map found in the Housing Element.

Sterling Park Subarea (Intended Density: 40-60 persons per acre)

Sterling Park is the residential area bounded by Hillside Boulevard and El Camino Real on the east and west, and B Street and F Street on the north and south, respectively. It is largely the result of annexation of unincorporated County land to the Town of Colma. This neighborhood contains the majority of the Town's population and housing structures. Approximately 240 housing units are located in this area and approximately 95% of Colma's 1987 population of 731 persons. Homes here consist of modest sized tract homes east of Clark Avenue, and both older single family and multiple units to the west.

There are some properties in this area used for open storage, flower sheds, and older warehouses. If these uses cease to be profitable in the future there is a potential to create an estimated 35 residential lots suitable for single family or duplex units. Development proposals will be rejected where building height and/or density of units are incompatible with surrounding developed sites.

Some commercial land uses exist at the neighborhood boundary along El Camino Real. The boundary between land designated for residential and commercial use at this location is intended to follow lot lines at the top of the steep bank along El Camino Real. In this way the commercial uses, primarily with frontage on El Camino are at the lower elevations and the residential uses, with access from minor streets, are at the upper elevations. Residential densities up to 80 persons per acre may be considered in conjunction with commercial frontage along El Camino Real.

Collins Subarea (Intended Density: (Up to 30 persons per acre)

Several acres of land located at the rear of large commercial parcels have been identified as having potential for residential development suitable for affordable housing and "special needs" housing. These are properties with access from the east end of Collins Avenue. Development for residential use here would be most desirable under a mixed use concept, therefore the mapped land use designation is commercial. Under this scenario the front portion of the lot, or ground floor of a structure, retains its commercial use, and the residential uses are located to the rear of the parcel, or the upper floors of a structure. Residents would be within walking distance of existing shopping and community facilities. Reliance on automobile travel could, therefore, be minimized. This use of these properties could be done under present zoning but might be encouraged through mixed use zoning provisions.

Cypress Hills Subarea (Intended Density: 20-30 persons per acre)

Approximately 110 acres in the center of the Cypress Hills Planning Area are privately owned by the Cypress Abbey Company and are devoted to miscellaneous, low-intensity uses. These uses include the nine hole Cypress Hills Golf Course, a private dump, nursery facilities and vacant land. The General Plan recognizes that this subarea offers significant potential for future development. The present nine hole golf course could be relocated to previously filled land in order to free up stable ground for residential land use. Low and medium density residential uses could be accommodated. An adopted City Council policy requires that a Master Development Plan be approved before any development proceeds in the Cypress Hills Subarea. Master Plan Guidelines are discussed under a separate heading. Until such time as a Master Development Plan for the area is approved, it is intended that the mapped land use designation will remain as Cemetery/Agricultural/Open Space.

Scattered Sites (Intended Density: Up to 60 persons per acre)

COMMERCIAL LAND USE

Planning Context

Approximately 12.8% of the land area within the city limits is committed to commercial land use. This will increase slightly as the General Plan is implemented. Although the Zoning Ordinance identifies only one commercial zone, it is appropriate in the General Plan to break this down further into commercial subareas to identify specific commercial uses appropriate to specific sites. Three commercial subareas are recognized in the Plan (see Exhibit LU-1), a Core Commercial Area, a Service Commercial Area, and outlying commercial areas. Due to the scattered nature of outlying commercial facilities no distinct planning area is defined for this category.

Core Commercial Area

Colma's core commercial area is within the Central Colma Planning Area. It is centered on Serramonte Boulevard, both east and west of El Camino, and extends north to include the 280 Metro Center located on Colma Boulevard. Those commercial uses emphasized for this area are regional shopping centers, auto dealerships, and other major retail facilities. The Core area is intended to be the Town's most intensive use of commercial land, drawing clientele from surrounding communities to conduct their business here. It is intended that minimal constraints will be placed on building design but each development must include convenient off-street parking, landscaping that screens parking

and results in an attractive street frontage and signs incorporated with building architecture. Buildings may not cover more than 50% of a site and total floor area may not exceed 1.5 times the lot area.

Service Commercial Area

Service Commercial uses are located to some extent along the south side of Collins Avenue but are primarily focused in the Triangle Planning Area extending south from the junction of El Camino Real and Mission Road. These types of uses are auto servicing, public storage, roofing companies, or contractor's supplies, for example. They are uses that are primarily contained in a building and do not, regularly, draw a large clientele to the site. Access to these areas may not be as convenient as in the core commercial area. The land use designation for properties on the east side of Mission Road is commercial, however, it is not intended that the zoning be changed unless a Use Permit for an acceptable commercial use is granted. It is intended that the G (Cemetery) zone be retained for this area and that commercial uses compatible with the G zone such as plant nurseries, wood yards and monument shops be encouraged. Buildings may not cover more than 50% of the site and total floor area may not exceed 1.0 times the lot area.

Outlying Commercial Areas

Apart from the previous two commercial concentrations are outlying commercial uses scattered throughout the Town. Most of these can be found along Hillside Boulevard, El Camino Real, and F Street. Commercial uses on Hillside Boulevard consists of a nursery, professional office, gift shop, farmer's market, auto repair, and vacant or under-utilized land. It is expected that the Serramonte Boulevard extension to Hillside Boulevard will create higher land value and better access resulting in pressure for more core commercial uses along Hillside. Office uses are appropriate on Hillside Boulevard near F Street and extending south to the Olivet Parkway. Well designed service center uses with parking and building access oriented away from the street could be considered, however, strip retail uses should be discouraged from locating along Hillside Boulevard. Some commercial uses might be appropriate as part of the land use mix in the master plan for use of the Cypress Hills property. Buildings may not cover more than 50% of the site and total floor area may not exceed 1.0 times the lot area.

Along El Camino north of F Street is a strip of commercial land with general commercial uses such as travel agents, cleaners, realtors, and monument shops. These are facilities which serve the local neighborhoods of both Colma and Daly City.

Land uses on F Street include residences, a transmission shop, monument shops and greenhouses. To some extent this inconsistency has been remedied by the adoption of a Planned Development mapped over part of the area. Specific policies are adopted to deal with outlying areas.

CEMETERY, AGRICULTURE, AND OPEN SPACE LAND USE

Cemetery, agriculture and open space land uses make up 77.1% of the Town's land area. Cemetery uses are concentrated in the Cemetery Planning Area and are found in each of the other Planning Areas. In addition to memorial parks, uses found in this designation are flower growing plots, florists, greenhouses, monument shops, and the golf course. Other uses appropriate for this designation are private schools and churches. This land use designation is essential in maintaining Colma's greenbelt theme and contributes to its economic base. The facilities on these lands draw people from around the Bay Area.

As the current trend toward cremation rather than ground burials increases, some cemetery owners may find that they have undeveloped lands that could be leased or sold for other uses. As this occurs more intensive land uses may take the place of certain cemetery designations. These changes would, most likely, require General Plan and zoning changes. Maintaining Colma's greenbelt theme throughout such changes can be accomplished in the way specific development proposals are implemented.

Colma's greenbelt theme is reinforced through the impression one gets of the Town while driving through. Open space features such as large tree masses throughout the cemeteries, median strip landscaping principal streets, and Colma Creek's open, naturalized channel along parts of El Camino Real are all necessary in maintaining the open space character of the Town. The Town will take action to improve civic beauty including tree planting, road median landscaping and enforcement of conditions related to private development projects. New developments affecting these features should be closely monitored to avoid detracting from the existing character of Colma. Further discussion of this land use category is found in the Open Space/Conservation Element.

EXECUTIVE/ADMINISTRATIVE LAND USE

In order to help protect Colma's character as a community of cemeteries, the Executive/Administrative land use designation was created. In this land use category cemetery or memorial parks, and floricultural or agricultural uses are allowed with no Use Permit requirement. Those uses allowed upon issuance of a use permit are nurseries, flower shops, monument shops, medical service offices and professional business offices. The list of conditionally permitted uses should be revised to include private schools, churches and full service restaurants with banquet facilities. The Zoning Ordinance should be revised to include restrictions for conditionally permitted uses as follows:

Parking: To be placed behind buildings or well screened by landscaping.

Rollup doors and loading areas: To be located so as not to face the front of the lot.

Signing: Restricted to small, building face signs.

Design: Utilizing Mediterranean architectural elements and sloped roofs.

Restaurants: Permitted only where banquet facilities are included capable of accommodating 50 or more persons separated from the principal dining facilities.

At this time approximately 9.3 acres, or 0.7% of the Town's land area, are designated for this land use. These lands occur on both sides of El Camino Real north of the Mission Road junction. As conversions from the Cemetery land use designation are made on other lands fronting on El Camino, the Executive/Administrative designation will be applied. This land use category may also be applied to other locations in the future. Buildings may not cover more than 50% of the lot and total floor area may not exceed 1.0 times the lot area.

PUBLIC AND QUASI-PUBLIC UTILITIES, FACILITIES, AND SERVICES

Planning Context

Because of Colma's small residential population, many basic utilities, public facilities, and services are provided by contract with San Mateo County, special districts or through agreements with adjacent cities. Colma residents are provided with utilities such as water, sewer, and power, public facilities such as local government and schools, and services such as police and fire protection. This land use category typically includes the types of activities and facilities which are generally recognized to be more efficiently provided by a public or quasi-public agency than by individuals. Colma's only public facilities

other than streets, are the City Hall, vacant property next to City Hall, and a sewer pump station. When opportunities arise, Colma should acquire additional vacant or underutilized land in the vicinity of City Hall. Certain minimum levels of water quality, sewage treatment, and power are prescribed by State and Federal guidelines; and, there are ratios of per-sonnel to total population for police and fire service which are desirable goals to achieve. Basic utilities and facilities that are located outside of the Town are discussed but are not indicated on the land use map.

Public and Quasi-Public Facilities

Town Administration. Colma's government is housed in an attractive Spanish-style building located on the corner of Serramonte Boulevard and El Camino Real. Administrative offices and police facilities are both housed at this location. In addition, the Town owns approximately 46,000 square feet of land adjacent to City Hall on the north along El Camino. This parcel is reserved for future municipal use which may include parking, community, and safety facilities.

Colma's government is the Council-Manager form. A five member City Council, including the mayor, is elected by the Colma citizens. The City Manager is hired by the City Council. The City Council sets official City policy, and acts as Planning Commission in administering planning activities.

The Town employs its City Manager and Police force on a full time basis. Other functions such as City Attorney, City Engineer and City Planner are provided on a contract basis by private consultants.

The maintenance of public facilities and landscape is performed by part time staff or is contracted out to private individuals or firms, while the maintenance of roads is provided by San Mateo County on contract.

Public Schools. Colma has neither public nor private schools within the city limits. School age children living in Colma attend school in nearby Daly City. The Town is part of both the Jefferson Elementary School District and the Jefferson Union High School District. Neither of these school districts provides buses to transport students to and from school.

Children living in Colma attend kindergarten through the 5th grade (K-5) at Colma Elementary School. The school is located on Market Street and Hillside Boulevard, one-half mile from Colma's Sterling Park residential area. There are 382 students (1986) currently enrolled and the school has a capacity of 390 students.

Junior high school aged children attend grades 6-8 at Thomas R. Pollicita Middle School. The middle School is located adjacent to Colma Elementary School on Market Street. Current enrollment at Pollicita is 615 students (1986) with a capacity for 750 students.

High school students living in Colma attend grades 9-12 at Jefferson High School. This high school is located west of Mission Street between Westlake Avenue and West Cavour Street. The school is approximately 1-1/4 miles from Colma's Sterling Park residential area. Jefferson's current enrollment is 1,423 students (1986) and its capacity is 1,550 students.

Should portions of the Cypress Hills property be developed into residential units it may be necessary to add additional classrooms to the school system, particularly at the elementary level, to accommodate the needs of the additional population. This evaluation should be made as part of an environmental analysis at such time as a Master Plan proposal is being considered.

Private Schools. The nearest private school available to Colma residents is the Holy Angels School. It is located on Reiner Street in Daly City, one-half mile west of Colma's residential area. The school is operated by the Holy Angels Catholic Church and teaches grades kindergarten through 8th. Their current enrollment is 304 students (1986) and their capacity is 315 students. Tuition is paid monthly and varies depending upon the number of children enrolled from a family, and the amount of parental participation in the school.

In the case that a private school is proposed to be constructed in Colma, it is appropriate to locate such a facility, first, in a cemetery/agriculture land use area; second, in a residential land use area; or third, in an executive/administrative land use area.

Recreational Facilities. The Urban Land Institute (ULI) has suggested standards for park facilities based on population to be served. The ULI standards recommend a two acre neighborhood park for every 1,000 population to be located within one-half mile radius of the population served. Colma has no parks located within the city limits and none located within a one-quarter mile radius from the Town. Recreation facilities that are available include the Cypress Hills Golf Course, located east of Hillside Boulevard and private health clubs located adjacent to Serramonte Center and one-half mile north of Colma in Daly City. Large scale residential developments will be required to provide recreational facilities. Consideration should be given to finding a site for a tot lot in the Sterling Park Planning Area.

San Bruno Mountain State and County Park lies adjacent to Colma's easternmost boundary. The park entrance, however, is approximately 4-1/2 miles from the Sterling Park neighborhood. The park consists of 2,266 acres of rugged landscape offering hiking opportunities and outstanding views of Colma and the central Bay Area. The facilities

provided here include an extensive trail system, picnic grounds, day camp, and an handicapped accessible nature trail. Vehicular access to the park is gained from Guadalupe Canyon Parkway in Daly City. Pedestrian access to the park from Colma can be gained via a trailhead on Hillside Boulevard near the southernmost boundary of the Town. This trailhead leads up a ravine to the ridgetop where the greater trail network can be accessed.

Churches. Although Colma has several memorial chapels within the city limits, there are no churches in Town. There are several churches nearby in Daly City. Some of these churches are: Holy Angels Catholic Church on Reiner Street, First Baptist Church on Lisbon Street and Byrne Street, Hope Lutheran Church on San Fernando Way, and United Methodist Church on Southgate. If a church is proposed to be built in Colma, it should be located, first, within a cemetery/agriculture land use area; second, in a residential land use area; or third, in an executive/administrative land use area.

Library. The nearest library to which Colma residents have access is the Daly City Main Branch Library located at Gellert Park on Wembly Drive in Daly City. The library is part of the Peninsula Library System and offers direct or computer access to a wide variety of information sources.

Public and Quasi-Public Services

Safety Service. Colma has its own police department located within the City Hall at the intersection of Serramonte Boulevard and El Camino Real. The Department consists of twelve sworn officers, two per shift, and five patrol cars. Its average response time to a call for service is less than two minutes. It is expected that as Colma's population grows the need for additional personnel will have to be evaluated.

Fire protection is provided to Colma by the Colma Fire Protection District made up of 33 volunteers. The Fire Protection District responds to calls within the city limits as well as some of the surrounding unincorporated areas. The station is located at Reiner and Mission and the volunteers have an average response time of 5 to 7 minutes. Their equipment consists of four engines (one 1,500 gallon per minute capacity and three 1,000 gallon per minute engines). For additional protection the Town has mutual aid agreements with the Daly City and San Mateo County Fire Departments. The California Division of Forestry protects the San Bruno Mountain Park. Should the Fire Protection District be dissolved in the future, its facilities subject to relocation or a branch station desired, Colma should urge the establishment of facilities on Hillside Boulevard in the vicinity of Serramonte Boulevard.

Medical Services. Both the police department and fire protection district provide emergency first aid and rescue service. At this time the Town has no doctors or other medical facilities other than veterinary within the city limits. The nearest hospital is Seton Medical Center located west of I-280 on Sullivan Road in Daly City. Facilities there include 350 beds plus emergency and outpatient service.

Health and Safety Services. Public health inspections are provided by San Mateo County personnel. This service is on a request basis and includes inspection of water and sewer facilities, water quality in Colma Creek and monitoring of septic systems. San Mateo County is responsible for administering a plan to regulate hazardous materials. Colma will provide information to the County on such matters as land fill sites and individual businesses which use hazardous materials. Colma will assist in regulating the use, transport and disposal of hazardous materials in Colma through conditions of Use Permits.

Public Transit Services. Transit services in Colma are provided by the San Mateo County Transit District (SamTrans). Residents of and visitors to Colma can catch a SamTrans Mainline bus along El Camino Real or a SamTrans Local bus along Junipero Serra Boulevard, El Camino Real, or Mission Road. From Colma a person can take the bus to nearly anyplace in San Mateo or San Francisco Counties, including the Daly City BART Station, the San Francisco Airport, or the Seton Medical Center.

The San Francisco International Airport is located approximately six miles from Colma. This airport provides access to worldwide destinations.

The Daly City BART Station is located just over two miles north of Colma. From here one can travel into San Francisco, across the Bay to Oakland, and from there north to Richmond, east to Concord, or south to Fremont.

SamTrans is sponsoring studies of a potential future BART station to be located north of the Colma City boundary just east of the BART turnback facility. The Town will cooperate to allow a tailtrack or line extension that does not detract from Colma's greenbelt theme. To ensure that visual and noise effects do not detract from the tranquil atmosphere required for Colma's memorial parks, the planning for tailtrack or line extensions should focus on a below grade facility following the

abandoned S.P. Railroad right-of-way through Colma.

Postal Service. The nearest Post Office to Colma's Sterling Park residential area is the Colma Station of the Daly City Post Office.

The Colma Station is located at 7373 Mission Street, just north of the Colma town limit.

Public Utilities

Sewer Service. Colma's existing sewer system is mapped on Exhibit LU-3. Extensions to this system are possible to any areas of the Town requiring new service due to development. Currently, the Town, through joint powers agreements, uses the South San Francisco Sewage Treatment Facility and the North San Mateo County Sanitation District Treatment Plant. The collection system in Town is, therefore, segmented.

The northern part of Town is served by 10 inch, 8 inch, and 6 inch sized lines which connect to a 10 inch force main located along the unincorporated portion of "D" Street. A sewer pump station is located at F Street. The Colma Creek Branch of the South San Francisco sewer system intersects the Town along Old Mission Road near the Holy Cross cemetery. The central and southern part of Town is served by this system.

South San Francisco Sanitary Treatment Plant. The South San Francisco Sanitary Treatment Plant is located east of Bel Aire Road in South San Francisco. The plant has an average dry weather flow capacity of 13.0 million gallons per day (mgd) and currently treats an average of 8.0 mgd. During wet weather conditions, however, the plant is at or over capacity due to groundwater infiltration in portions of the system outside of Colma. During those times wastewater is given primary treatment and chlorination only before being discharged into the San Francisco Bay. Dry weather wastewater flow receives secondary treatment at the plant and then is discharged into the Bay. In addition, the Plant contracts with a private sludge composting operation for sludge removal.

Through an agreement with South San Francisco and San Bruno, Colma has purchased the right to contribute maximum flows up to 450,000 gallons per day (gpd) to the shared plant. The Town currently uses approximately 85,000 gpd. This represents 19% of the maximum flow rights. There is adequate system capacity to service the projected foreseeable development in Colma.

North San Mateo County Sanitation District Treatment Plant. The North San Mateo County Sanitation District Treatment Plant is located near John Daly Boulevard and Lake Merced Boulevard in Daly City. Through an agreement with the Sanitation District, Colma is allowed the treatment of approximately 468,000 gpd of wastewater with annual growth increments not to exceed 30,000 gpd. The plant has a capacity of 8.0 mgd and currently treats approximately 8.0 mgd. The plant is, therefore, over capacity during wet weather flows and occasionally on weekends. Colma's contribution to the capacity flow is 20,000 to 30,000 gpd, representing 6% of the Town's full allocation.

Wastewater at the plant is given secondary treatment and then discharged into the Pacific Ocean. Wastewater solids are transported offsite for land disposal.

In order to gain more capacity in the sanitary sewer system, the District is considering requiring equalization basins to be installed in new developments. A new pump station has been constructed by the District on F Street between El Camino Real and Reiner Street. In addition, the District is planning on adding 300,000 gpd to the plant's current capacity. When this occurs it is important that Colma's unused wastewater flow allocation is maintained for Colma's future use.

Water Service. Water service is provided to the Town by California Water Service Company (See Exhibit LU-4). This company purchases water from the San Francisco Water Department whose sources are the Hetch Hetchy System, the Tuolumne Basin, and individual local sources. The supply and storage capacity of water reservoirs is adequate to meet the present needs and foreseeable growth of Colma as projected in the Housing Element. Any significant urban development of the Cypress Hills property would probably require construction of a water tank to insure adequate flows for domestic and firefighting purposes. This should be determined as part of an environmental analysis at such time as a Master Plan proposal is being considered.

Colma is located above a ground water aquifer associated with the local geology. Well water is the primary source of irrigation water used by the cemeteries in Colma.

Power and Energy Use. Colma's principal sources of power are from natural gas and electricity supplied by the Pacific Gas and Electric Company (P.G.&E.).

Various figures are available for estimating the average use of energy for residential projects. However, much larger quantities of energy are used by various industries in manufacturing processes, and by businesses in heating and lighting. Estimates of energy use should be prepared for the environmental assessment of specific projects and ways sought to minimize consumption wherever possible. The following approaches to energy use minimization are suggested:

SEWER






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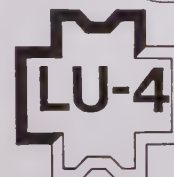
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TOWN OF COLMA GENERAL PLAN

WATER

-  Water Line Location
-  Pipe Diameter in Inches
-  Fire Hydrant Locations
-  Water Shutoff Valve
-  Proposed Water Line Location



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- * Maximize the north-south orientation of homes in order to take advantage of solar energy. As solar information becomes more readily available and understood by the general public, the use of solar equipment for preheating of water and for space heating and cooling should be required.
- * Maximize the use of proper insulation in construction of buildings to be used for habitable purposes.
- * Design office buildings to have operable windows for natural air conditioning rather than relying on artificial means.
- * Utilize fluorescent and other lower cost means of illumination to minimize the cost of lighting.
- * Utilize good quality space heaters to minimize energy lost through exhaust. Combine heating with heat pumps to make furnaces more efficient.

Utility Undergrounding. In all new construction, whether residential or commercial, power lines and telephone lines should be placed underground. Service utility boxes and transformers should be screened from view by fencing and/or landscaping.

In areas of existing development, utility lines should be placed underground in order to give Colma's streets a neater appearance. This undergrounding should occur as funds become available, and in the following priority:

1. El Camino Real - F Street to Serramonte Boulevard.
2. Collins Avenue.
3. Old Mission Road - El Camino Real to town boundary.
4. El Camino Real - Serramonte Boulevard south to town boundary.
5. B, C, D, E, F Streets, Clark Avenue, Hillside Boulevard north of F Street, El Camino Real north of F Street.
6. Hillside Boulevard - F Street to southerly city limits.
7. Junipero Serra Boulevard.
8. Serramonte Boulevard - El Camino Real to Hillside Boulevard.

Telephone and Communications. Local and nearby telephone communication is provided by Pacific Bell to Colma residents. Long distance telephone service is provided by numerous companies as selected by local users. TCI Cable TV provides a television cable service for subscribers in Colma.

Storm Drain Facilities. All storm water runoff flows by gravity through open channels and culverts to Colma Creek. Once the creek leaves Colma it continues most of the way in an open channel through South San Francisco and into the Bay. Areas with flooding potential are discussed in the Safety Element.

Solid Waste Disposal Facilities. Solid waste produced in Colma is collected by the Daly City Scavenger Company. Garbage is collected once a week and, unlike most other cities in the County, subscription to the service is not mandatory in Colma. City Council action should be taken to require that all properties subscribe to garbage collection. The main solid waste disposal site for San Mateo County is the Ox Mountain landfill located north of Highway 92, three miles east of Half Moon Bay. The County has estimated that the typical household produces over one ton of residential waste per year. The landfill site has a remaining capacity of approximately 44 million tons. It has adequate capacity to serve the needs of Colma and other subscribers into the year 2020.

A private land fill site, operated by the Hillside Landfill Company, is located in the Cypress Hills area east of Hillside Boulevard in Colma.

LAND USE FOR CIRCULATION

The amount of land used for freeways, local roads, and railroads in most communities is significant. Colma, however, has a relatively small amount of land committed to circulation routes because of the large tracts of land held by the various cemeteries. At the present time only 6% of the total land area is devoted to public roads.

PLANNED DEVELOPMENT LAND USE

Colma's Zoning Ordinance contains a Planned Development (PD) zone to allow flexibility of design to deal with special situations such as might be encountered with mixed uses. Developments under PD zoning are expected to be similar in intensity to projects that would be allowed under a standard zone and must be compatible with the surrounding neighborhood. PD zoning is expected to result in an exemplary project that provides an amenity value that might not otherwise be afforded to normal standards. PD zoning is not intended to accommodate density increases or to provide variances from normal standards.

CYPRESS HILLS MASTER PLAN

An adopted City Council policy requires that a Master Development Plan be approved before any development proceeds in the Cypress Hills Subarea. The Master Plan requirement is noted on the Land Use Map (Exhibit LU-2). Until such time as a Master Development Plan for the area is approved, it is intended that the map's Land Use designation will remain as Cemetery/Agricultural/Open Space.

Guidelines for Master Plan Development include the following desired uses:

Use Existing Site Amenities

Mature trees related to the Cypress Hills Golf Course facilities should be retained as much as possible in the siting of buildings and roads.

Recreation

A nine-hole golf course should be retained in the Cypress Hills area. The present nine-hole course should be relocated to occupy previously filled land, thereby freeing up stable land for development. This may involve contouring the landfill site. A redesigned nine-hole "Executive" golf course, with driving range and pro shop, would complement Colma's regional orientation and would add value to adjacent development.

Compact recreational facilities such as tennis courts should be considered in conjunction with other development in the Cypress Hills area. Court enclosures utilizing canvas sides can be used as control for wind exposure.

Residential

New Single Family Detached homes are needed in Colma. Average lot size shall be 6,000 square feet with no lot smaller than 4,000 square feet. Densities of 20-30 persons per acre should pre-dominate. The majority of units should be 1500 to 1800 square feet. Larger, more deluxe units should be included, particularly if they are to be located along a golf fairway or near tennis courts. Some medium density townhouse units, up to 14 dwellings per acre (30-40 persons per acre) can be considered if they are planned in conjunction with golf course facilities.

Community Facilities

A site for the development of community meeting facilities should be set aside.

Retail and Office

A small scale neighborhood retail and service commercial center should be considered. A facility occupying up to two acres could be conveniently located near the Serramonte Boulevard and Hillside Boulevard intersection. A "Town and Country" style architecture with separate grocery, produce, drug store and cleaners is desirable.

The following uses should be avoided:

- Warehousing or Office/Warehouse
- Large scale retail commercial
- Auto sales, service or related parking
- Gasoline station
- No pole signs except for golf course

LAND USE POLICIES AND PROGRAMS

Land Use Policies

The following policies are set forth to help guide decision making with regard to land use in Colma:

1. In any proposed development the Town will review the visual effects and the potential impacts of the proposed development to insure that the tranquil atmosphere required for the Town's memorial parks is maintained.
2. The Town will take action to improve civic beauty including tree planting, road median landscaping, and enforcement of conditions related to private development projects.
3. The Town will encourage the construction of single family or duplex housing units on underutilized lots in Stering Park subarea.
4. Mixed residential and commercial developments will be encouraged on properties on the east end of Collins Avenue.
5. The Town will allow development of the Cypress Hills property only in accordance with an approved master plan. A mixed use plan including residential, recreation and open space uses will be encouraged. No metal buildings will be permitted.
6. Regional shopping facilities, auto dealerships, and other general commercial land uses will be located in the commercial core area centered on Serramonte Boulevard and extending northward along Junipero Serra Boulevard to the 280 Metro Center.
7. Service commercial uses such as auto servicing, public storage, or roofing companies, for example, will be located on Collins Avenue and in the triangle extending south from the junction of Mission Road and El Camino Real.
8. Large scale residential developments will be required to provide park and recreation facilities.
9. The Town will cooperate with SamTrans and BART to allow the extension of BART service into Colma in a manner that does not detract from Colma's greenbelt theme. Any tailtrack or line extension shall be located underground following the abandoned S.P. Railroad right-of-way through Colma.

10. Particular encouragement will be given to those new developments that incorporate passive and/or active solar energy systems for preheating water and for space heating and cooling.
11. The Town will require all new construction projects to place power and telephone lines underground. Utility boxes and transformers shall also be undergrounded if possible. If there is no alternative than above ground placement then these facilities shall be screened by fencing and/or landscaping.
12. Development proposals for parcels located on El Camino Real between F Street and Mission Road shall be consistent with the cemetery or executive/administrative land use category. Zoning changes from the commercial or cemetery category will only be made to the executive/administrative category. Exception to this policy shall be made for sites shown on the Housing Map that may be suitable for future housing.
13. The Town will encourage medical service offices and professional business offices to locate their facilities in the Executive/Administrative land use area along El Camino Real.
14. Sufficient off-street parking will be required for all new construction, in amounts varying with the type of use.
15. Commercial land uses requiring frequent truck deliveries will not be located adjacent to residential or cemetery land uses without a sufficient buffer incorporated into their site plans.
16. The Town will prohibit land uses generating excessive amounts of traffic or requiring large signs from locating facilities on El Camino Real.
17. The Town will restrict to 50 the maximum annual number of new residential units that become available for rent or purchase and will regulate population growth so that the total population is only approximately 1500 by the year 2000.
18. Should the Colma Fire Protection District be dissolved, its facilities subject to relocation or a branch station needed, Colma will urge the establishment of facilities on Hillside Boulevard in the vicinity of Serramonte Boulevard.
19. When opportunities arise, Colma will attempt to purchase additional vacant or underutilized land in the vicinity of City Hall.

20. The Town will actively seek a site for a tot lot in the Sterling Park Planning Area.
21. Service commercial uses such as RV storage, plumbers, or electricians that do not involve retail or on-site manufacturing activities, will be located at the outlying, commercially-designated area on Hoffman Street and suitable buffering from residential and cemetery uses will be required.
22. Service commercial uses such as plumbers, electricians, sign makers and other similar businesses that do not involve retail, auto service or on-site manufacturing activities will be located at the outlying commercially designated area along F Street and north along Hillside Boulevard. Residential uses that may be approved on these commercially designated properties shall be limited to single family and duplex facilities. Suitable buffering between commercial uses and adjoining residential or cemetery uses will be required.

Programs for Land Use Element Implementation

Colma has adopted environmental review procedures, a Subdivision Ordinance, Tree Removal Ordinance, Grading Ordinance, Mining Ordinance and a Zoning Ordinance to regulate public and private development proposals.

Below are listed both existing and proposed action programs for Plan implementation. Reference is made as to whether the program is existing or proposed and the responsibility for its operation.

California Environmental Quality Act (CEQA) Environmental Review Procedures (Existing)

Private and public land use proposals undergo an initial study to determine if environmental impacts will result. A determination is made as to whether a Negative Declaration is appropriate or an Environmental Impact Report (EIR) is required. Public input is collected and a decision is made regarding completeness and accuracy of the report before a project is approved or denied.

Responsibilities

City Planner - Prepares initial study; coordinates the review process.

Department Heads - Comment on environmental reports.

Interested Citizens - Provide input regarding report adequacy.

City Council - Decision making body; certifies report.

Zoning Ordinance (Existing and Amendment Recommended)

This ordinance sets forth minimum spatial, intensity, and performance requirements for each type of land use consistent with the broader goals and policies of the General Plan. Amendments should be considered to allow private schools and churches to be located within G, R, or E zones upon issuance of a use permit and to allow resource extraction activities with a Use Permit in a G (Cemetery/Open Space/Agriculture) zone.

Responsibilities

City Planner - Evaluation of projects per standards; coordinates the review process.

Department Heads - Comment on development proposals; suggest conditions of project approval.

Interested Citizens - Provide input regarding suitability of specific uses at specific locations.

City Council - Decision making body; approves or denies proposed projects, with or without conditions, based on findings set forth in the Ordinance.

Subdivision Ordinance (Existing)

The Subdivision Ordinance sets forth minimum standards for land divisions, access, and utility service.

Responsibilities

City Planner - Reviews tentative and final subdivision maps; coordinates the review process.

Department Heads - Comment on development proposals; suggest conditions of approval.

Interested Citizens - Provide input regarding suitability of project.

City Council - Decision making body; approves or denies subdivision with, or without, conditions based on findings set forth in the ordinance.

Tree Removal Ordinance (Existing)

The Tree Removal Ordinance was enacted to prohibit the removal of trees without a permit to do so. The Ordinance recognizes that removal of certain trees can destroy the natural beauty of some areas, contribute to erosion and increase the cost of drainage systems, reduce protection against wind, and impair residential privacy and quiet. It is designed to protect the character and beauty of the Town as well as to promote public health, safety and welfare.

Responsibilities

City Planner - Inspect the site and trees to be removed; coordinate the review process.

Department Heads - Comment on tree removal; suggest conditions of granting removal permits.

Interested Citizens - Provide input regarding effects of tree removal.

City Council - Decision making body; approves or denies tree removal with, or without, conditions based on findings set forth in the ordinance.

Grading Ordinance (Existing)

The grading ordinance regulates land disturbance so that work results in stable slopes, erosion control and proper drainage. In most instances the issuance of a grading permit will follow issuance of a Use Permit.

Responsibilities

City Engineer - Inspects the site and coordinates the review process. Refers proposals to City Planner for CEQA review. Decision making body; issues permits with or without conditions following final CEQA action.

Department Heads - Comment on grading proposals when requested by City Engineer.

City Council - Acts on CEQA documents when applicable.

Surface Mining and Reclamation Ordinance (Existing)

This ordinance regulates resource extraction and land reclamation including the reclamation of land fill facilities.

Responsibilities

City Planner - Inspects the site and coordinates the review process.

Interested Citizens - Provide input regarding suitability of project.

City Council - Decision making body; approves or denies the project with, or without, conditions based on findings in the ordinance.

Growth Management Provisions (Proposed)

This is a program for regulating the timing of residential development to insure that Colma's theme as a community of cemeteries is maintained.

Responsibilities

City Planner - Prepare analysis and draft ordinance; coordinate the ongoing program.

Department Heads - Provide input to draft regulations; submit comments during the ongoing program.

Interested Citizens - Provide input to draft regulations and ongoing program.

City Council - Decision making body; adopts regulations.

COLMA GENERAL PLAN CIRCULATION ELEMENT

REVISED SEPTEMBER 1987

CIRCULATION ELEMENT

PURPOSE.....	CE- 1
RELATION TO OTHER ELEMENTS.....	CE- 1
CIRCULATION SYSTEM.....	CE- 1
MAJOR HIGHWAYS.....	CE- 4
ARTERIAL STREETS.....	CE- 6
COLLECTOR STREETS.....	CE-10
LOCAL STREETS.....	CE-13
STREET TREES.....	CE-14
OFF-STREET PARKING.....	CE-14
HANDICAPPED FACILITIES.....	CE-14
RECREATIONAL TRAILS.....	CE-14
BICYCLE FACILITIES.....	CE-16
TRANSPORTATION FACILITIES.....	CE-16
SCENIC ROUTES MAP.....	CE-18
CIRCULATION ELEMENT POLICIES AND PROGRAMS.....	CE-19
Policies.....	CE-19
Programs.....	CE-23

EXHIBITS

CE-1 SCENIC ROUTES.....	CE- 3
CE-2 COLLINS AVENUE PLAN LINE.....	CE-21
CE-3 TRANSIT/TRAIL MAP.....	CE-22

TABLES

CE-2 OPERATING CHARACTERISTICS OF COLMA'S ROADWAYS.....	CE-2
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CIRCULATION ELEMENT

PURPOSE

The Circulation Element is intended to describe facilities for the movement of people and goods throughout the Town. It includes a plan of the streets and highways designed to serve the community in the most efficient manner. Colma's system is shown on the Land Use Map (Exhibit LU-2). Guidelines are given for the appropriate location and size of roads. Various improvements are recommended. Included are provisions for pedestrian facilities and transportation for the physically and economically handicapped. Exhibit CE-2 shows the official Plan Line adopted for Collins Avenue. Exhibit CE-3 shows transit, bicycle and trail alignments.

The Circulation Element also defines certain scenic roads in Colma and recommends measures to maintain and improve their scenic qualities. Entry points to Colma are identified along selected routes. Landscaping and other treatments are recommended to enhance these gateways to the community. Scenic routes and gateways are shown on the Scenic Routes Map (Exhibit CE-1).

RELATION TO OTHER ELEMENTS

The Circulation Element is related primarily to the Land Use, Housing, Safety and Open Space Elements. Circulation routes must consider the accommodation of public utilities, the intensity and pattern of land use, and the provision of logical connections among destination points for access and safety. Transportation routes must be sensitive to employment locations, memorial park locations, and concentrations of residential groups to be served.

CIRCULATION SYSTEM

The street system within Colma is structured around State Highway 82, (El Camino Real) and Interstate Highway I-280, (Junipero Serra Freeway) which carry traffic into and out of Town. The internal street system consists of arterial streets, collector streets and local streets. Usable road width, sight distance, and travel speed generally decrease as one moves from major highways to local streets. Overall, the amount of total traffic affecting Colma is anticipated to increase by 2-3% per year on most streets as a result of increased development in Colma and in the surrounding area. This incremental increase in volume creates pressure for road widening, installation of turn lanes along certain roads, and the installation of stop signs and signals at certain intersections. In the following section each of the major components is analyzed, its operating characteristics are described and recommendations for improvements are given. Table CE-1 summarizes the operating characteristics of the system.

TABLE CE-1: OPERATING CHARACTERISTICS OF COLMA'S ROADWAYS

Table CE-1 summarizes the operating characteristics of Colma's circulation system as of January 1987. Listed are categories for the number of lanes, speed limit and existence of sidewalks. Use levels is a category that shows the amount and percentage that a route is being used. The sub-categories of use levels are Peak hour (traffic at 7-9 A.M. and 4-6 P.M.), Vehicle Capacity (the theoretical number of vehicles that can be accommodated during one hour) and Under Capacity. A roadway is considered under capacity if it is operating at 0-85% of capacity according to the 1985 Highway Capacity Manual. The remaining categories are discussed in the text.

MAJOR HIGHWAYS

Names	# of Lanes	Speed Limit	Side Walks	Use Levels			Is this a scenic corridor	Are there Entry Gateways on this route
				Peak Hour	Vehicle Capacity	Under Capacity		
Interstate Hwy 280	10	55	N/A	13,200 veh/hr.	18,000 veh/hr.	73%	Yes	No
Hwy 82 (El Camino Real)								
Central Section (Ft St. to Mission)	6	40	east side	2,210-2,685 veh/hr.	9,000 veh/hr.	24%-29%	Yes	Yes
Northern and Southern Sections	4	40	east side	1,606 veh/hr.	6,000 veh/hr.	25-30%	Yes	Yes

ARTERIAL STREETS

Junipero Serra Boulevard	4	40	None	1,700-1,950 veh/hr.	6,100 veh/hr.	28-32%	No	No
Mission Road	2	30	None	835	2,400	35%	No	Yes
Hillside Boulevard	2-4*	40	None	890-1,075 veh/hr.	2,400 veh/hr.	37-45%	Yes	Yes

Collector Streets

Serramonte Boulevard**	4	25	north side	1,165-2,830	3,000	39-47%	No	Yes
Collins Avenue	2	25	south-west side	140 veh/hr.	2,335	6%	No	No
Colma Boulevard	4	25	north side	2,618 veh/hr.	5,950	44%	No	No
Olivet Parkway	2	25	None	-	-	-		No
D & F Street	2	25	Part	-	-	-	No	No
Clark Avenue	2	25	Yes	-	-	-	No	No

* 4 lanes exist on Hillside Boulevard at the North and South ends of town. The central portion of Hillside Boulevard has 2 lanes of traffic.

TOWN OF COLMA
GENERAL PLAN

SCENIC ROUTES

Scenic Routes

Gateways

Views

Focal Point

Visual Buffer
[Blocks Views]

Approximate
Limit of Scenic
Corridor
[Area Viewed in
Foreground From
Scenic Routes]

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C-1

MAJOR HIGHWAYS

Interstate Highway 280 (Junipero Serra Freeway)

Interstate Highway 280 provides access to Colma at three locations - Hickey Boulevard, Serramonte Boulevard and D Street at Junipero Serra Boulevard. Hickey Boulevard is a full interchange with on- and off-ramps for both northbound and southbound traffic. The Serramonte Boulevard interchange provides a northbound on-ramp and a southbound off-ramp. A northbound off-ramp exists in the vicinity of D Street at Junipero Serra Boulevard.

There are weaving conflicts between the Serramonte Boulevard on-ramp traffic and the I-280 traffic accessing the D Street and Highway 1 off-ramps. These conflicts could be reduced by constructing a fly-over for Highway 1 traffic.

State Highway 82 (El Camino Real)

State Highway 82 is a major north/south route extending from San Francisco, south to San Jose. It bisects the Town of Colma with three lanes in each direction, narrowing to two lanes in each direction near the northern Town boundary and again south of Mission Road. Most of El Camino has a 28' wide, raised, landscaped median. On-street parking is allowed. Few vehicles park along El Camino, because of the small number of business frontages and the provision of off-street parking. Sidewalks have been installed on the entire east side of the roadway but the west side lacks sidewalks north of Olivet Parkway and south of Collins Avenue. Because Highway 82 is a State Highway, state approval must be obtained for driveway and utility encroachments.

Left turns from Olivet Parkway and Collins Avenue to El Camino real are dangerous at times due to the width of El Camino (three lanes in each direction), the relatively high speeds of traffic, and the height of the landscaping in the El Camino median. Controls on left-turn movements and modification of the median landscaping should be considered.

Scenic Corridors - Major Highways

The State of California has identified I-280 as a State Scenic Highway. Although the State has no jurisdiction over development in Colma, local consideration should be given to what is visible from the highway. For the most part there is a sense of open space that prevails except in the vicinity of Serramonte Boulevard where Colma's commercial core is concentrated.

While traveling north on I-280 San Bruno Mountain is a major focal

point to views east of the freeway. The existing backdrop of trees along most cemetery boundaries provides an important buffer at the edge of urban development. As long as the Town's open space character is maintained by retaining large tree buffers and adding new landscaping with future development, the view of Colma from the freeway will remain nearly the same. Views while traveling south on I-280 are oriented to the west and focus on Daly City. Very little of Colma is visible to southbound traffic.

El Camino Real is Colma's most important route in portraying the Town's image. Most of the Town's memorial parks are entered from El Camino, providing views of green rolling hills, mature trees, manicured landscaping, and distinctive and varied architectural styles in the memorial park buildings. Colma Creek is visible where it crosses Serramonte Boulevard, at Collins Avenue and at the El Camino crossing near Mission Road. Additional driveway encroachments to El Camino Real should be discouraged to protect the greenbelt appearance and to promote traffic safety.

Median strip planting along El Camino adds to the road's scenic quality and successfully reinforces Colma's open space character. Landscaping in the median strip provides a detailed edge to the roadway, causing the road to appear narrower than it is. Overhead power lines, however, detract from the scenic quality and should be placed underground.

Entry Gateways - Major Highways

A key feature of Colma's General Plan is the recognition of natural gateways to the community along specified routes. Topography, road alignment, and landscaping at the gateways can be used to distinguish Colma from surrounding areas.

El Camino Real has two entry gateways along its length in Colma. The north gateway is at F Street, and the south gateway is at the Mission Road wye (See Exhibit C-1).

North El Camino Real Gateway. This gateway is defined by the concrete abutments remaining from the now abandoned Southern Pacific Railroad (SPRR) overcrossing. These abutments serve to frame the view whether entering or leaving Colma at F Street. North of the gateway the road is lined with small commercial businesses giving an urban character to the road. South of the gateway the center median is attractively landscaped and broad expanses of cemetery greenery extend back from the road.

South El Camino Real Gateway. This gateway is located where El Camino Real and Mission Road meet. South of this junction both El

Camino and Mission Road are relatively narrow. The combination of roadside vegetation and buildings confines the view to a narrow corridor. North of the wye the view opens up and Colma's cemetery theme is evident. Broad expanses of rolling lawn are the dominant feature, with only a glimpse of Colma's commercial core area beyond.

Recommendations - Major Highways

1. Overhead transmission lines on El Camino should be placed underground in order to improve the visual quality of the corridor.
2. Site planning criteria for development along the El Camino Real scenic corridor should be adopted in order to maximize the visual effects of landscaping.
3. The northern gateway on El Camino Real should be upgraded. Consideration should be given to constructing a low profile monument sign in the landscaped median strip, welcoming travelers to Colma. Arrangements should be made to install vine planting to cover the railroad abutments.
4. Sidewalks should be constructed on the west side of El Camino, north of Olivet Parkway and south of Collins Avenue where they do not presently exist.
5. Consideration should be given to lowering the height of the El Camino Real medians in the vicinity of breaks in the median in order to improve sight distance.
6. Consideration should be given to designing an entry gateway at Serramonte Boulevard and Junipero Serra Boulevard that incorporates the planted slopes which are part of the Highway 280 interchange.
7. Additional driveway encroachments to El Camino Real should be discouraged to protect the greenbelt appearance and to promote traffic safety.

ARTERIAL STREETS

Arterial streets connect Colma's residential, commercial and cemetery districts and provide a link to surrounding communities. Arterials also act as alternative north-south routes should the major highway system be blocked. Arterial streets contain from two to four lanes with no on-street parking, sidewalks at least five feet wide on at least one side of the street and a minimal number of access points. Existing arterial streets in Colma may not be built to this standard

but new arterials should have a minimum 70 foot right-of-way with a 56 foot wide paved surface curb to curb.

Junipero Serra Boulevard

Junipero Serra Boulevard is a north/south arterial street connecting from Daly City, through Colma, and into South San Francisco, roughly paralleling I-280. There are traffic signals at Serramonte Boulevard, at the entrance to the Serra Shopping Center, at Southgate Avenue, and at Colma Boulevard. On-street parking is presently allowed along the Serra Center frontage although it is infrequently used due to available off-street parking. A sidewalk exists along most of the east side of the street.

Mission Road

Mission Road is a two lane road which extends from El Camino at the south end of Town to Chestnut Avenue in South San Francisco where it connects again to El Camino Real. Mission is used as an alternate route to El Camino from many sections of South San Francisco. There are stop signs at Evergreen Drive just south of Town. On-street parking is allowed on both sides of the street. This route lacks sidewalks along the majority of both sides of the street along most of this route. Continuous sidewalks do not exist along most of the west side of the street between the S.P. right-of-way crossing and the El Camino Real wye. Auto repair uses in this area result in heavy demand for parking space both on- and off-street. A program of street tree planting coupled with development of additional off-street parking could improve both traffic safety and visual appearance.

Hillside Boulevard

Hillside Boulevard is an arterial roadway running generally north and south. It connects Daly City near the San Francisco city limits, through Colma, to Highway 101 in South San Francisco. Hillside has two lanes where it runs through Colma, and four to the north and south of Town. There is a traffic signal at Olivet Parkway and one at Serramonte Boulevard. Sidewalks exist only along a short stretch near F Street. A sidewalk should be developed along at least one side of Hillside in the short term. Widening to four lanes and development of sidewalks on both sides should be planned.

Scenic Corridor - Arterial Streets

Hillside Boulevard is designated a scenic corridor in Colma. It is located at a higher elevation than the rest of the Town. Therefore, the drive along Hillside provides unique foreground views of San Bruno

Mountain and panoramic views of Colma, South San Francisco, and Daly City.

The view to the east along the Hillside Boulevard corridor is mostly open space, including flower growing plots, cemeteries, a golf course, and a few houses. The view to the west overlooks Colma and its surrounding communities (refer to the Scenic Route Map). Part of this view is blocked by roadside fencing and vegetation, which emphasizes the view to the east. Consequently this adds variety and interest to Hillside Boulevard.

As one travels along Hillside Boulevard there is a rural character to the corridor that becomes evident. There is a sense of separation from the urban development that surrounds Colma. This is the atmosphere that should be protected with any development that occurs along the Hillside Boulevard scenic corridor. Special care should be given to landscape treatment for future uses along this route.

Entry Gateway - Arterial Streets

Hillside Boulevard has two entry gateways along its length in Colma. The north Hillside Boulevard gateway is located at Hoffman Street and the south Hillside Boulevard gateway is located just north of Evergreen Drive. Exhibit C-1 specifically locates each of these gateways.

North Hillside Boulevard Gateway. Southbound traffic entering Colma from Daly City on Hillside Boulevard experiences a change in land use that defines Colma's boundary. The land use pattern changes from high density residential and commercial in Daly City to open space at Colma's boundary at Hoffman Street. The Mount Olivet Cemetery is the focal point for this gateway, setting Colma's theme. At this time improvements need not be made to this gateway. However, as development of higher density land uses occur along Hillside in the future, it will become necessary to give more definition to this gateway. Attention must be given to landscape treatment along the west side of the street.

South Hillside Boulevard Gateway. Northbound travelers on Hillside Boulevard enter Colma from South San Francisco just north of Evergreen Drive. As one passes into Colma the land uses consist of open space to the east and west. Flower growing plots and cemetery lands distinguish Colma from the residential development in South San Francisco.

At present this gateway needs no further definition than it now has. However, if higher density land uses develop along Hillside Boulevard in the future, this gateway should be accentuated.

Recommendations - Arterial Streets

1. Consideration should be given to constructing an exclusive right turn lane on the southbound Junipero Serra Boulevard approach to the Serramonte Boulevard intersection to improve traffic capacity.
2. Sidewalks should be constructed along the entire east side of Junipero Serra Boulevard. This should be done as a requirement of development, where possible. Consideration should be given to coordinating with CalTrans to construct a sidewalk along the west side between Southgate Avenue and Serramonte Boulevard.
3. Consideration should be given to removing the existing signal at the Hillside Boulevard/Olivet Parkway intersection to facilitate movement through the Hillside Boulevard/Serramonte Boulevard intersection.
4. Turn lanes should be striped along Hillside Boulevard approaches to all roadway intersections to improve safety.
5. Consideration should be given to enhancement of the north and south Hillside Boulevard gateways. Both landscaping and a low lying, monument type sign of natural material should be considered.
6. Site planning criteria for development along the Hillside Boulevard scenic corridor should be adopted in order to maximize the visual effects of landscaping.
7. A sidewalk should be installed on at least one side of Hillside Boulevard along its entire length and along both sides, where possible. In the short term an informal path with a compacted aggregate surface could be constructed. Concrete sidewalks should be constructed as a requirement of development, where possible.
8. Sidewalks should be installed on both sides of Mission Road where they do not now exist.
9. A street tree planting program should be carried out for Mission Road in conjunction with the provision of additional off-street parking to improve the visual appearance and traffic safety.
10. A street tree planting program should be carried out for Junipero Serra Boulevard in conjunction with median landscaping to improve the visual appearance of this important arterial.
11. Overhead transmission lines on arterial streets should be placed underground in order to improve the visual quality of the roadway.

COLLECTOR STREETS

Collector streets serve an important function of transferring traffic from local traffic generators such as shopping and employment areas to the arterials. Collector streets do not form a continuous system, otherwise there would be a tendency to use them as arterials. The Plan for Colma includes collectors serving the Sterling Park residential area and the Core Commercial area. A future collector is anticipated for the Cypress Hills area, when development occurs.

The standard for two lane collectors is a 50 foot right-of-way with a 36 foot wide paved surface, curb to curb, and a five foot wide sidewalk on both sides of the street. Four lane collectors should have at least a 60 foot right-of-way with a minimum 44 foot wide paved surface curb-to-curb, and a five foot wide sidewalk on both sides of the street. Many existing collector roadways in and around Colma have not been built to these standards, but future collectors should be. Some flexibility will be necessary in order to match new work to old work in the field.

Serramonte Boulevard

Serramonte Boulevard is a four lane collector street extending from St. Francis Boulevard in Daly City to Hillside Boulevard in Colma. There is a partial interchange with I-280 consisting of a southbound off-ramp controlled with a stop sign and a free flow northbound on-ramp. Colma's major retail core which includes auto dealerships and shopping centers is centered on Serramonte Boulevard between Junipero Serra Boulevard and El Camino Real. On-street parking is prohibited along the entire length of Serramonte.

The lack of left turn lanes to driveways along Serramonte Boulevard is a potential source of congestion. Loading and unloading of car carriers or other vehicles on the street has occurred in the past and can add to this problem. Although both sides of Serramonte Boulevard have been developed, a continuous pedestrian sidewalk exists only along the north side of the street. The lack of sidewalks on the south side is inconvenient to pedestrians and some people persist in walking along the roadway.

Collins Avenue

Collins Avenue is a two lane road which connects El Camino Real at its east end with Serramonte Boulevard at its west end. Intersections at both El Camino Real and Serramonte Boulevard are controlled by stop signs. The only existing sidewalk along Collins Avenue is on the south side of the street near Junipero Serra Boulevard. Parking is allowed

only along the south side of the street. Collins Avenue slopes downward from west to east and contains steep banks to each side. There are two sharp curves in the present alignment. These factors restrict sight distance and influence safe travel speed. Street widening, realignment and the addition of pedestrian facilities should be considered.

Colma Boulevard

Colma Boulevard is a four lane road which connects Junipero Serra Boulevard and El Camino Real. It has signalized intersections with left turn lanes at both intersections. No on-street parking is allowed. A sidewalk exists on the north side of the street in front of the 280 Metro Center.

Olivet Parkway

Olivet Parkway is a two lane road which connects El Camino Real and Hillside Boulevard. No on-street parking is allowed. The intersection at Olivet and Hillside is signalized. There are no sidewalks along the entire length of Olivet Parkway. It should not be abandoned unless alternate routes are found sufficient to carry existing and anticipated future traffic.

D Street and F Street

D Street and F Street together serve as a two lane collector route at the north end of town. The route can be traced from east to west between Hillside and Junipero Serra along F Street, north on Reiner Street, and west along D Street. On-street parking is allowed on the F Street portion. There are no signals at any of the intersections along the D and F Street route. Realignment of this connector will be accomplished as part of various BART related improvements.

Clark Avenue

Clark Avenue is a two lane residential collector street running north/south between Fisher Street in Daly City and F Street in Colma. It is the main route in and out of the Sterling Park residential area. The traffic volume on Clark is low. Sidewalks are provided and parking is allowed on both sides of the street.

Hickey Boulevard (Proposed)

Hickey Boulevard is a commercial collector street running east/west through South San Francisco. It has been proposed to extend Hickey Boulevard through a portion of Colma and South San Francisco

connecting Mission Road and Hillside Boulevard. Colma does not plan to participate in funding the construction of this road.

Golf Course Collector Road (Proposed)

The construction of a loop, collector roadway is proposed if development of the Cypress Hill property occurs in the future. The proposed collector road would begin at the intersection of Serramonte Boulevard, loop behind the Serbian Cemetery and connect with the existing golf course clubhouse road leading back to Hillside Boulevard.

Entry Gateway - Collector Streets

Serramonte Boulevard is a principal entrance to Colma. A Town entry gateway should be developed in the vicinity of Highway 280.

Serramonte Boulevard Gateway. Eastbound traffic entering Colma passes beneath Highway 280. The freeway bridge frames the view of San Bruno Mountain in the background and Colma's commercial core area in the foreground. A landscaped entrance should be developed incorporating the freeway approaches, the intersection of Junipero Serra Boulevard and the junction of Serramonte Boulevard and Collins Avenue.

Recommendations - Collector Streets

1. A continuous pedestrian walkway should be constructed along the south side of Serramonte Boulevard west of El Camino Real. Consideration should be given to a combination of solutions including an informal path consisting of compacted aggregate meandering around existing trees on some portions and standard concrete sidewalks on other portions. A ramp should be constructed eastward from the San Francisco Water Company property along the K-Mart frontage. Construction should be made a requirement of private development, where possible.
2. Consideration should be given to constructing a second left turn lane on the eastbound Serramonte Boulevard intersection approach to Junipero Serra Boulevard to improve traffic capacity.
3. Consideration should be given to installing stop signs for the eastbound left turn and westbound through movements at the Serramonte Boulevard/I-280 northbound on-ramp intersection.
4. A City entry gateway should be constructed in the vicinity of Highway 280 incorporating the freeway approach slopes, the intersection with Junipero Serra Boulevard and the junction of

Serramonte Boulevard and Collins Avenue. Consideration should be given to both landscaping and entry signage. A low-lying monument type sign constructed of natural materials should be considered.

5. A sidewalk should be installed on the both sides of Collins Avenue.
6. Consideration should be given to prohibiting or minimizing left turns from Collins Avenue to El Camino Real.
7. The two curves on Collins Avenue should be realigned to provide larger radii of curvature and the roadway should be widened to allow parking on both sides and one travel lane in each direction.
8. Consideration should be given to providing turn lanes at the approaches to all driveways on Collins Avenue.
9. Consideration should be given to prohibiting or minimizing left turn movements from Olivet Parkway to El Camino Real.
10. Sidewalks should be installed along both sides of Olivet Parkway.
11. Overhead transmission lines on collector streets should be placed underground in order to improve the visual quality of the roadway.

LOCAL STREETS

The function of local streets is to provide access directly to abutting property. They play an important secondary role as locations for utilities, locations for easements, open space for light and air, and firebreaks between buildings. Through traffic from one part of the Town to another is not intended to be carried on local streets.

The standard for two lane local residential streets consists of a 50 foot right-of-way with a paved surface 36 feet wide, curb to curb. Road width can be reduced in special cases where no on-street parking is allowed (minimum road width is 28 feet). Sidewalks should be constructed on both sides of local streets, measuring at least five feet wide.

Many existing local residential roadways in and around Colma are not built to these standards, but future local roads built in Colma should be. Some flexibility will be necessary in order to match new work to old work in the field.

STREET TREES

Street trees can improve Colma's image and provide a link between cemetery/open space and developed areas, especially where new development occurs. In new and existing areas, street trees can enhance the building scale and soften the visual impact of development. Street trees can also act as a moderator to Colma's windy climate. Street trees are an important element of landscape plans and should be planted as a requirement of private development, where possible. A street tree program should be implemented in the Sterling park residential area and along arterial and collector streets where needed. This will help in distinguishing Colma from surrounding cities.

OFF-STREET PARKING

Colma's Zoning Ordinance specifies the size and amount of off-street parking required for various types of land uses. Off-street parking keeps the roadways clear and provides a neater appearance to the Town. To the maximum extent possible all parking should be off-street in Colma. On-street parking, where available, should be oriented primarily to temporary convenience use.

FACILITIES FOR THE HANDICAPPED

The State of California Administrative Code requires that handicap parking spaces be provided near the entry to public buildings, business developments and multiple unit residential projects. Colma uses these standards for their off-street parking requirements for the handicapped.

Curb ramps are desirable for facilitating wheelchair access along City sidewalks and at street crossings. These facilities should be constructed at every street intersection whether signalized or not. Wheelchair access should also be incorporated where driveways cross sidewalks.

SamTrans provides Redi-Wheels, a service for handicapped patrons. It is a curb-to-curb service for residents of San Mateo County who are unable to use the regular bus service. In addition, some SamTrans buses on local routes are equipped with wheelchair lifts.

RECREATIONAL TRAILS

Colma residents could benefit from improved access to the San Bruno Mountain Park trail system. Hillside Boulevard currently has no sidewalks along its length. A sidewalk along at least one side of

Hillside from the Sterling Park area to the trailhead at the south
Hillside boundary of Town would allow pedestrian access to the park and
all of its recreational facilities.

BICYCLE FACILITIES

Bicycling is an inexpensive and flexible means of transportation. The County's Bikeways Plan has identified Junipero Serra Boulevard, El Camino Real and Hillside Boulevard as suitable for Class 2 or 3 bikeways. All three have sufficient right-of-ways to accommodate a five foot wide bike lane in each direction. The Plan has also identified the unused S.P.R.R. right-of-way, parallel to El Camino as a potential Class 1 bikepath.

Bikeways Classifications

Class 1 - Bike Path - is a separate right-of-way for bicyclists and pedestrians with minimal automobile cross-flow, a minimum two-way, paved width of eight feet.

Class 2 Bike Lane - is a restricted right-of-way for bicyclists, which allows vehicle parking, pedestrians and automobile crossflows, and a one-way striped, paved width of five feet within the existing roadway.

Class 3 Bike Route - is a right-of-way for bicyclists, shared with pedestrians and motorists. This provides a link to the Bikeways Systems where Class 1 or 2 bikeways cannot be provided.

Recommendations - Bicycle Facilities

1. The Town should consider implementation of bikeways along Junipero Serra Boulevard, El Camino Real and Hillside Boulevard.
2. Consideration should be given to developing an exclusive bikeway along the SPRR right-of-way if and when BART is extended through Colma, underground along this alignment.

TRANSPORTATION FACILITIES

The circulation system of roads for private automobile and truck use permits random movement along its roadways. In contrast, transportation facilities provide for the movement of goods and people generally along fixed routes and on a fixed schedule. Colma is fortunate to have access to three different modes of public transportation: air, rail, and bus.

Air Transit

The San Francisco International Airport is located approximately six

miles from Colma, east of Highway 101 and adjacent to the Cities of San Bruno and Millbrae. The airport is a major regional passenger and cargo air terminal and one of the most active commercial airfields in the world. It can be reached by Colma residents via private auto, or via SamTrans Bus.

San Mateo County Transit Facilities

San Mateo County Transit District (SamTrans) provides bus service throughout San Mateo County with connections to the Daly City BART Station, San Francisco International Airport, Peninsula CalTrain Stations, San Francisco Greyhound Depot, and Downtown San Francisco. The system also connects with AC Transit and Golden Gate Transit at San Francisco's TransBay Terminal, and with Santa Clara County Transit in Menlo Park and Palo Alto.

Colma residents can catch SamTrans Mainline Routes along El Camino Real or SamTrans Local Routes along El Camino Real, Mission Road, and Junipero Serra Boulevard. Senior citizens and handicapped patrons may ride anywhere in the County for a reduced fare.

In addition to its bus lines SamTrans, in cooperation with CalTrans, has designated a Park and Ride lot north of the Colma Town boundary at Junipero Serra Boulevard and D Street. When completed the lot will provide parking for approximately 700 automobiles and bicycles with shuttle bus service to the Daly City BART Station.

Bay Area Rapid Transit Facilities

The Bay Area Rapid Transit District (BART) runs trains from Daly City, through San Francisco, to the East Bay. East Bay destinations include Richmond, Concord and Fremont. Trains run Monday through Saturday from 6:00 A.M. to midnight and on Sunday from 9:00 A.M. to midnight. The Daly City BART Station is located approximately two miles north of Colma and accessed via private auto or SamTrans Bus.

BART Expansion Facilities

BART is constructing turnback tracks and a storage yard north of the Colma City boundary in the vicinity of D Street and Reiner Street. The purpose of the turnback facility is to reduce turnback time and build in system flexibility so that BART will be able to meet its future goals of improved service. An extension of F Street to D Street, east of Hill Street, will be constructed to replace Reiner Street, which would be eliminated with the construction of the storage yard.

In addition to the turnback facility, BART is exploring the possibility of adding another station to the system in or near Colma. BART has suggested that tracks be undergrounded along the Southern Pacific Railroad right-of-way (S.P.R.R.) through Colma. The City Council supports this proposal as an acceptable method of maintaining Colma's theme as a city of cemeteries.

Recommendations

1. The Town should look for opportunities to reroute SamTrans bus lines when development occurs that may significantly increase employment opportunities and/or access to residences, thus increasing ridership potential.
2. Every effort should be aimed at locating future BART tailtracks and any future line extension underground along the Southern Pacific Railroad right-of-way.

SCENIC ROUTES MAP

El Camino Real, Hillside Boulevard, and Junipero Serra have been defined as scenic routes through Colma. Key visual features of each have been described on the Scenic Routes Map. A generalized view corridor is shown along each of the routes. A more detailed analysis of each route, for the purpose of establishing precise boundaries for these corridors, is beyond the scope of the General Plan. But an analysis with specific corridor plans should be prepared in the future. The width of the corridor should be maximum when scenic quality is high, and minimum where existing development forms the visual boundary (see Exhibit C-1).

Protection of the Scenic Corridors

Every effort should be made to protect the overall visual experience along each of the scenic corridors, primarily through enforcement of sensitive site planning. In a number of locations distant, panoramic views of Colma and its environs can be appreciated. In these locations (see Exhibit C-1), first priority should be in keeping building out of the corridor so that views are not blocked. In some cases, noise compatibility planning will support this approach. Where development is permitted in the corridor, buildings should be designed with materials that blend with the existing vegetation, and heavy landscaping should be required to screen views of unattractive buildings, and to quickly cover any scars left from grading. The open quality of views should be retained by concentrating landscape materials near the objects to be screened rather than by creating a wall of vegetation adjacent to the road.

CIRCULATION ELEMENT POLICIES AND PROGRAMS

The following policies are set forth to help guide decision making with regard to circulation, transportation, and scenic routes in Colma. Programs necessary for the implementation of those policies are described following the policies section.

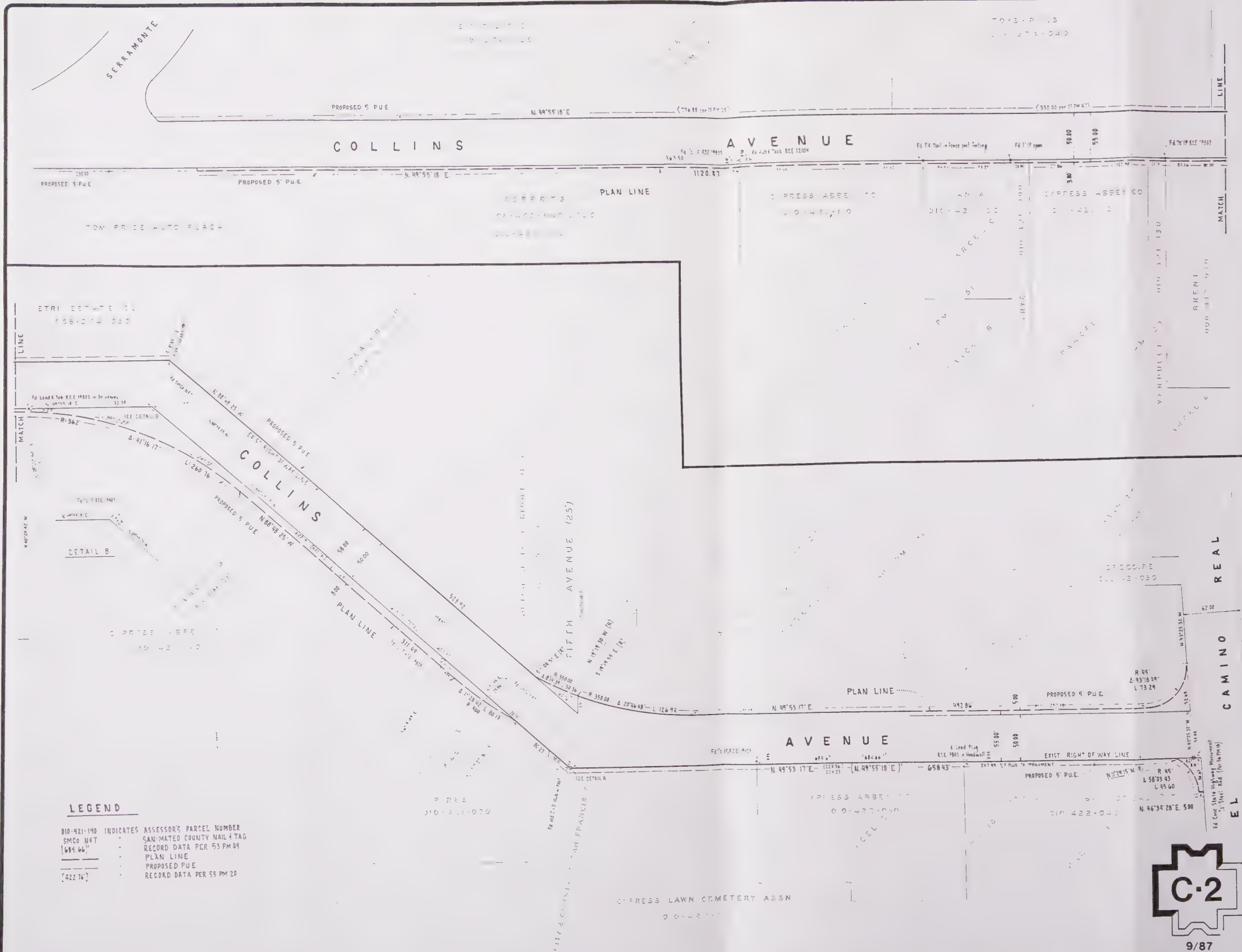
Circulation, Transportation, and Scenic Route Policies

1. Public and private off-street parking shall be developed in all of Colma's commercial areas to minimize traffic congestion. Private off-street parking shall be developed in conjunction with residential development projects.
2. Additional right and left turn lanes shall be constructed at the Junipero Serra Boulevard/Serramonte Boulevard intersection in order to relieve peak hour traffic congestion.
3. Pedestrian sidewalks or walkways shall be constructed typically along both sides of all streets. These will be done as a requirement of private development, where possible.
4. All loading and unloading of trucks associated with commercial uses shall be required to take place out of the road right-of-way in order to avoid potential conflicts with through traffic.
5. Development of the Cypress Hills property shall include the construction of a loop collector roadway intersecting Hillside Boulevard at Serramonte Boulevard and at the golf course access road.
6. Commercial and industrial truck traffic, except for trucks serving local businesses, shall be limited to highways or arterial streets for movement through the Town.
7. Facilities for handicapped persons shall be constructed in Colma including specified parking spaces, curb ramps at street crossings, sidewalk clearance around obstacles and sidewalk transitions at driveway crossings.
8. Colma recognizes five major gateways to the Town; one at each end of El Camino Real, one at each end of Hillside Boulevard, and one at the intersection of Serramonte Boulevard and Junipero Serra Boulevard. The Town's gateways will be enhanced and maintained with appropriate landscaping and signage to strengthen Colma's identity. Improvements will be done as a requirement of private development, where possible.

9. The Town recognizes El Camino Real, Hillside Boulevard, and Junipero Serra Freeway as scenic routes. Detailed studies and mapping of the scenic routes will be undertaken as necessary to define precise corridor boundaries. Standards for site planning within scenic corridors will be adopted and strictly enforced.
10. Street trees shall be planted along Colma's street system. Trees shall be selected from a plant list approved by the City Council in order to create a unifying theme. Trees shall be planted as a requirement of private development, where possible.
11. Future BART station trailtracks and any future line extensions shall be constructed underground along the Southern Pacific Railroad right-of-way through Colma.
12. Additional driveway access points to El Camino Real will be discouraged in order to promote traffic safety and to retain the landscape corridor.
13. On-street parking shall typically be prohibited except on local streets. On-street parking, where necessary in commercial areas, shall be oriented primarily to short-term use for the convenience of patrons.
14. A street tree planting program should be carried out for Junipero Serra Boulevard in conjunction with median landscaping to improve the visual appearance of this important arterial.
15. Overhead transmission lines on arterial streets should be placed underground in order to improve the visual quality of the roadway.
16. Olivet Parkway will be retained as a public road. Sale or abandonment will require a finding that alternative routes are sufficient to carry existing and anticipated future traffic including development in the Cypress Hills Planning Area.
17. Construction of additional roads between El Camino Real and Hillside Boulevard will be discouraged unless a significant public purpose is demonstrated.
18. Additional driveway access points to El Camino Real and to arterial and collector streets shall be discouraged in order to promote traffic safety.

TOWN OF COLMA GENERAL PLAN

PLAN LINE FOR COLLINS AVE.



TOWN OF COLMA
GENERAL PLAN

BART/BIKE/
TRAIL MAP

LEGEND

- BART
- EXCLUSIVE BIKE TRAIL
- BIKE ROUTE
- RECREATIONAL TRAIL



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Programs for Circulation Element Implementation

Circulation Element policies are intended to be implemented using both existing and proposed action programming for Plan implementation. Reference is made as to whether the program is existing or proposed and the responsibility for program operation.

California Environmental Quality Act (CEQA) Environmental Review Procedure (Existing)

The environmental review of proposed projects allows a review of proposed circulation facilities, traffic generation, and the effects on existing facilities, in addition to the effects on the visual resources identified in the scenic corridors.

Responsibilities

City Planner - Prepares initial study; coordinates the review process.

Department Heads - Comments on the report.

Interested Citizens - Provide input regarding report adequacy.

City Council - Decision making body; certifies report.

Subdivision Ordinance (Existing - Amendment Recommended)

The standards for land division and circulation facilities are set forth in this ordinance. A proposed development should conform to minimum subdivision standards, especially those relating to circulation and scenic corridor protection. The sections regarding standards should be amended to include specific reference to the design criteria contained in the General Plan.

Responsibilities

City Planner - Reviews tentative and final subdivision maps; coordinates the review process.

Department Heads - Comment on development proposals; suggest conditions for project approval.

City Engineer - Reviews technical data regarding traffic analysis.

Interested Citizens - Provide input regarding project suitability.

City Council - Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

Zoning Ordinance (Existing - Amendment Recommended)

The Zoning Ordinance sets forth minimum development standards including parking facilities, provisions for the handicapped, and site plan standards. A combining zone should be considered so that site planning criteria for uses in scenic corridors is made part of the Zoning Ordinance. The combining zone would prescribe special standards in addition to the basic parent zone standards.

Responsibilities

City Planner - Evaluation of projects per standards; coordinates the review process.

Department Heads - Comment on development proposals; suggest conditions of project approval.

Interested Citizens - Provide input regarding project suitability.

City Council - Decision making body; recommends, approves, denies project, with or without conditions, based on findings set forth in the ordinance.

Detailed Mapping of Scenic Corridors (Proposed)

Scenic routes are identified in this General Plan element. A more detailed analysis and precise mapping of the scenic route boundaries may be appropriate in the future in order to define those properties located within a scenic corridor combining zone.

Landscape Programs (Proposed)

Generalized suggestions for gateway enhancement and street tree planting are made in this General Plan element. The City Council and City Staff should identify specific projects for design and implementation. Planting programs, if not undertaken on a formal basis, can be required of private landowners at the time requests for City approval of permit applications are made.

Roadway Improvements (Proposed)

Recommendations for improvements to roadways and pedestrian facilities are contained in this General Plan Element. The City Council and City staff should identify specific projects for implementation.

COLMA GENERAL PLAN OPEN SPACE/CONSERVATION ELEMENT

REVISED SEPTEMBER 1987

OPEN SPACE/CONSERVATION ELEMENT

	Page
PURPOSE.....	OS- 1
RELATION TO OTHER GENERAL PLAN ELEMENTS.....	OS- 1
GOALS AND OBJECTIVE.....	OS- 1
HOW THE OPEN SPACE DESIGNATION IS USED.....	OS- 2
ANALYSIS OF PLANNING FACTORS.....	OS- 2
Open Space Resources in the Open Space Plan.....	OS- 2
INFLUENCES OF NATURAL FACTORS IN PLANNING DECISION.....	OS- 4
Climate.....	OS- 4
Flooding.....	OS- 5
Air Quality.....	OS- 6
Groundwater.....	OS- 6
Public Water Supply.....	OS- 7
Soil and Mineral Resources.....	OS- 7
Vegetation.....	OS- 7
Rare and Endangered Species.....	OS- 9
Wildlife Species.....	OS-10
Regional Recreation.....	OS-10
Public Recreation and Community Meeting Facilities.....	OS-10
OPEN SPACE AND CONSERVATION POLICIES AND PROGRAMS.....	OS-11
Water Resources.....	OS-11
Colma Creek.....	OS-11
Air Resources.....	OS-11
Vegetation.....	OS-11
Project Landscaping.....	OS-12
Memorial Parks.....	OS-12
City Identity.....	OS-12
Hillside Landfill Operation.....	OS-12
Cypress Hills Property.....	OS-12
Rare and Endangered Species.....	OS-12
Public Recreation.....	OS-12
Flooding.....	OS-13
TABLES	
OS-1 Inventory of Existing Open Space Lands.....	OS- 3
OS-2 Plant List for Colma.....	OS- 5
EXHIBITS	
OS-1 Open Space/Conservation.....	OS-18

OPEN SPACE AND CONSERVATION ELEMENT

PURPOSE

The Open Space and Conservation element identifies land which, for one reason or another, is not subject to urban development. Analysis presented in the plan sets forth the reasons why certain lands are devoted to open space. Goals and policies in the plan describe how these lands are utilized and managed.

In general the term "Open Space" is used as a land use designation. Conservation is used as a land use principle typically applied to certain scarce or non-renewable resources which are protected from urban development by City Council policies adopted in the General Plan. Open Space and Conservation features are shown on the Open Space Map (Exhibit OS-1).

RELATION TO OTHER GENERAL PLAN ELEMENTS

Open space is used as a framework within which urban land uses are developed. Consequently the Open Space/Conservation Element is closely linked to all other elements of the General Plan.

GOALS AND OBJECTIVE

Colma's objective is to preserve and manage the natural resources and natural areas of the Town. Open space and conservation goals are listed below:

- . To buffer adjacent incompatible land areas from one another by use of topography or landscaping.
- . To plan for public health and safety by preventing urban development in areas that would be affected by flooding of Colma Creek.
- . To plan for productive management of open space by promoting agriculture, controlled reclamation of landfill operations and selective mineral extraction activities.
- . To plan for recreational use by providing park area to be used by Colma's citizens.
- . To identify and preserve selected tree masses, landscape features and other scenic elements that are important to Colma's visual setting.

HOW THE OPEN SPACE DESIGNATION IS USED

The open space designation is used in two ways in the Colma General Plan. First, it is used to recognize cemetery lands and public parklands that are permanently unavailable for urban development. This category also includes selected sections of open creeks, specific tree masses and steep hillsides which should be preserved as important parts of Colma's visual setting, or because they are considered unsafe for urban development. Second, the open space designation is used as a holding pattern to acknowledge land currently being used for agricultural purposes, for a private golf course, for a landfill operation or otherwise being held for potential future development. In this case the open space designation is used where an urban land use designation would be premature or inappropriate until such time as the land is needed, utilities are available or master planning has been concluded.

ANALYSIS OF PLANNING FACTORS

Existing Open Space Inventory

Colma is a small community recognized for its large expanses of memorial parks. The major components of the total open space resource in Colma is made up of these cemetery lands. Other major resources that are recognized as open space are Colma Creek and Cypress Hills Golf Course. An inventory of existing open space resources is compiled in Table OS-1. Location of open space resources is shown on the Open Space/Conservation Map.

Open Space Resources in the Open Space Plan

Colma Creek - Special care and concern will be given to the preservation and protection of Colma Creek at locations where the creek is open. Emphasis will be placed on the maintenance of riparian vegetation at key street crossings in particular, and maintaining the creek lining to mitigate erosion and flooding. This may involve some public participation.

Cemetery Lands - Cemetery lands that have been committed to cemetery will remain as such, those lands that are undeveloped will be shown as open space on the plan. Lands that have been determined excess by cemeteries for their foreseeable future may be considered for alternate land use. Some of the cemetery owners have leased their lands for income but have retained ownership so that the lands may be used for cemetery purposes in the distant future. Alternative uses that fit the Cemetery/Open Space, Agricultural designation will be encouraged. Changes to other General Plan and

TABLE OS-1 INVENTORY OF EXISTING OPEN SPACE LANDS

Existing Open Space In Colma	Open Space for the Preservation of Natural Resources	Open Space for the Managed Production of Natural Resources	Open Space for Outdoor Recreation	Open Space for Public Health and Safety	Privately Owned Land	Publicly Owned Land	Approximate Acreage or Otherwise Noted
Colma Creek-Open Area	X			X	X	X	2300 Linear Feet
Cemetery Lands							
. Committed Cemetery		X			X		474.7
. Undeveloped		X			X		117.04
Cypress Golf Course		X	X		X		100.2
Hillside Landfill Dump Site		X		X	X		37.8
Agricultural Lands		X			X		216.81

zoning designation will be discouraged unless a demonstrable public benefit is involved.

Hillside Landfill Company Dump - The Hillside Landfill dump is shown as an open space area. The reclamation of this site is a private responsibility. There is a potential for the reuse of this site for a recreational purpose. The maintenance of this site is private unless part of the dump is acquired or dedicated to the City, that portion would then be publicly maintained. The dump will be part of the Master Plan required for the Cypress Hills area.

Golf Course - The Cypress Hills Golf Course is shown as open space for recreational purposes. It would be desirable for existing golf course activities to shift to filled land if the property owner wishes to free land for alternative land use. The owner is using the Golf Course as a holding pattern use. The golf course is privately maintained. If some part of it is dedicated to or acquired by the City, that portion would then be City maintained.

Agricultural Lands - Various agricultural uses exist in Colma. Most nursery and greenhouse operations are expected to continue into the foreseeable future. Open field flower and vegetable plots are commonly under lease from cemetery owners who are holding land which will, one day, be needed for gravesites. All of the agricultural land is privately maintained open space.

INFLUENCES OF NATURAL FACTORS IN PLANNING DECISION

Climate

Colma's climate is affected by marine influence. This local climate is dominated by the Pacific Ocean 98% of the time. Dominant westerly winds prevail throughout the summer, with frequent fog. Winter months are usually very wet and cool. Between the months of November and April is when 90% of the rain occurs. Ground water resources are recharged at this time.

The average rainfall varies between 20-25" per year, and temperatures range from lows in the 30's to higher, approaching the 80's.

Colma has a microclimate of its own. It is lower in elevation from surrounding urban areas, is influenced by Colma Creek drainage and is in the shadow of San Bruno Mountain. There is heavy incidence of fog and wind throughout the summer months, which limits the range of plants that

can be grown in the open. Special care and selection must be given when selecting landscape plants for Colma. A representative plant list has been developed as a basic guide for landscape selection.

TABLE OS-2 PLANT LIST FOR COLMA

TREES (15 GALLON)

Acacia longifolia/Sydney Golden Wattle (Std.)
Cupressocyparis leylandii
Cupressus macrocarpa/Monterey cypress
Eucalyptus ficifolia/Red Flowering Gum
Eucalyptus leucoxylon/White Ironbark
Eucalyptus rudis/Desert Gum
Eucalyptus sideroxylon/Red Ironbark
Melaleuca linariifolia/Flaxleaf Paperbark
Melaleuca quinquenervia/Cajeput Tree
Metrosideros excelsus/New Zealand Christmas Tree
Myoporum laetum/Myoporum
Pinus eldarica
Pinus halepensis/Aleppo pine
Pinus pinea/Italian stone pine
Pittosporum crassifolium
Pittosporum eugenioides
Pittosporum undulatum/Victorian Box

SHRUBS (5 GALLON)

Acacia longifolia/Sydney Golden Wattle
Carissa grandiflora 'Tuttle'/Natal Plum
Cistus ladanifer/Rockrose
Coleonema pulchrum/Pink Breath of Heaven
Dodonaea viscosa/Hop Bush
Elaeagnus pungens/Silverberry
Escallonia (numerous varieties available)
Euryops pectinatus/Euryops
Grevillea 'Noellii'/Grevillea
Hebe (numerous varieties available)
Juniperus conferta/Shore Juniper
Leptospermum scoparium 'Ruby Glow'/New Zealand Tea Tree
Myoporum laetum/Myoporum
Pittosporum tobira/Tobira
Pittosporum tobira 'Variegata'/Pittosporum
Pittosporum tobira 'Wheeler's Dwarf'/Pittosporum
Plumbago capensis/Cape plumbago
Prunus laurocerasus 'Zabeliana'/Zabel Laurel
Raphiolepis indica (numerous varieties available)

GROUND COVER

Carpobrotus/Ice plant
Drosanthemum floribundum/Rosea ice plant
Ficus pumila/Creeping fig
Gazania
Hedera helix 'Baltica'/English ivy
Hypericum calycinum/Aaron's beard
Lampranthus spectabilis/Trailing ice plant
Trachelospermum jasminoides/Star jasmine
Vinca minor/Dwarf periwinkle

Flooding

A continuing concern of Colma is the flooding that occurs along Colma Creek. The drainageway is approximately eight miles long, flowing heaviest during the rainy season from November through April. Even though the rainfall amount is not unusually high, the rainfall often occurs over a short period. As urbanization increases, groundwater infiltration decreases. Consequent water runoff and the potential for flooding increases.

Flooding occurs in the south and north end of Town at El Camino and F Street, and on El Camino at the Mission Street Wye. A flood zone along Colma Creek is shown on the Open Space Plan. An open space policy provides that on-site runoff retention facilities be constructed as a part of each new development project in Colma. Adjoining communities are urged to follow this same practice when projects are considered that may influence the Colma Creek drainageway.

Air Quality

Colma enjoys good air quality. Colma's air quality is largely affected by climate and topography, as well as the amount and source of air pollutants in the area. The Town of Colma is part of the San Francisco Bay Air Basin defined by the State Air Resource Board and is subject to administrative regulations of the Bay Area Air Quality Management District (BAAQMD).

Regional air quality conditions are monitored continually and analyzed annually by the BAAQMD. The nearest operating air quality monitoring station in the project vicinity is located in San Francisco. Government standards for carbon monoxide, ozone, nitrogen oxide and sulfur dioxide have not been exceeded in recent years.

The major sources of air pollution in Colma are vehicular traffic and natural gas and fuel oil combustion for space, water heating and cooking.

The influence of I-280 and local vehicular traffic have a constant effect on the air quality, but the prevailing northwesterly winds disperse the air pollutants.

The location of Colma west of San Bruno Mountain also has an effect on local air quality. The mountain protects Colma from the influences of pollutants along the U.S 101 corridor. Upslope and downslope air movements on the west slopes of the mountain help disperse air pollutants along the I-280 corridor.

As future developments take place in Colma it is anticipated that they will be similar in nature to what already exists. Industries that produce concentrated amounts of air pollution are not planned in Colma. As vehicular traffic increases in the Bay Area, Colma can mitigate the potential for pollutant concentrations by making timely circulation improvements to facilitate the flow of traffic along major thoroughfares.

Groundwater

Colma is within the Colma Creek watershed, which is part of the San Mateo Basin, a major groundwater basin. This watershed drains into the San Francisco Bay by way of Colma Creek.

Groundwater is an important water source in Colma. Many of the cemeteries depend on groundwater for irrigation. The groundwater aquifer that these cemeteries depend on extends through South San Francisco and northern San Bruno, the trough is estimated to be two miles wide by nine miles long, lying between San Bruno Mountain and the Santa Cruz Mountains. Most of the wells tapping the aquifer are in the order of 200-600 feet deep and produce 100-600 gallons per minute.

Public Water Supply

Although the local groundwater is an important water resource for irrigation purposes, Colma's potable source is supplied by the San Francisco Water Company through the Cal Water Service Company. The majority of this water is from the Hetch Hetchy Reservoir. This water supply is considered high quality because of its softness and low quantity of dissolved solids (TDS). Also, the mineral, chemical and physical constituents found in the groundwater generally fall below the California Domestic Water Quality maximum contaminant levels. The majority of the inorganic and organic compounds found in water can be removed by standard methods of water treatment.

Based on the expected increase in population the demand for water is expected to increase moderately to the year 2000. Therefore, water conservation is becoming more essential.

Soil and Mineral Resources

Colma occupies a wide drainage basin centered on Colma Creek. The geologic formation of the area is known as the Colma formation. It consists of friable, well sorted, fine to medium grained sand and local gravels, sandy silt and clay. The formation is weakly to moderately consolidated and is well drained. An alluvial strip, consisting of unconsolidated permeable sand and gravel, exists along Colma Creek.

The State Division of Mines and Geology has not classified or designated any areas in Colma as containing regionally significant mineral resources. However, Colma sand is a well known construction resource. The Hillside Landfill Company is presently reclaiming an historic sand pit from which material was mined for utility trench backfill. At present a grading operation is being conducted on Holy Cross Cemetery lands east of Hillside Boulevard to prepare the area for memorial park use. Excess sand material is being utilized for construction purposes. Mineral resource extraction is a recognized open space use. It is recommended that the Zoning Ordinance be amended to allow mineral resource extraction in an open space district subject to a Use Permit and approved Reclamation Plan.

Vegetation

Colma's natural vegetative habitat is scrub, although some riparian areas would be expected along Colma Creek. Because of agricultural practices, memorial parks and urbanization, this habitat has been removed. The vegetative cover of Colma now consists primarily of introduced ornamental and native plant materials.

Riparian Vegetation. Riparian vegetation is limited to the open areas of Colma Creek. These areas are located behind the commercial district west of Mission Road, from the Cypress Lawn Cemetery offices to Collins Avenue and west of City Hall from Serramonte Boulevard north about 800 feet. The remaining portions of the creek in Colma run through conduit or open box culvert.

The areas of Colma Creek that are open deserve recognition for their riparian value. Riparian vegetation supports a variety of wildlife and enhance the natural setting of the Town. Sections of open creek at road crossings, in particular, should be preserved.

Tree Masses. The vegetative type that is most clearly recognized in Colma is the tree masses that exist. The majority of these trees were planted by the cemetery owners to act as buffers, windbreaks and for aesthetic purposes. They chose pine, cypress, and eucalyptus because of their availability and compatibility with Colma's microclimate. Many of these plantings have naturalized to Colma's environment.

Tree masses are scattered throughout the memorial parks in Colma.

Aesthetically they play a major role in determining the charming picturesque quality of the Town. They also provide a support system for wildlife nesting and feeding purposes.

It is important to the Town of Colma to protect tree masses when possible. Consequently the Town has adopted a tree cutting and removal ordinance. This ordinance has set up guidelines and regulations to protect both trees and views.

Project Landscaping. Project landscaping has been required as a part of development projects that have taken place in Colma. Project landscaping results in designed and built open spaces within the commercial areas and along the scenic roadways of the Town.

Project landscaping plays an important role in linking together existing open space areas. Landscaping tends to soften the effects of structures and thereby bring harmony and consistency to the urban design of Colma. Landscaping has been successful in softening architectural elements and buffering incompatible land uses. This is particularly important where the serenity of cemetery properties must be buffered from roads and urban land uses. Introduced landscaping is one of the principle devices that can be used to create scenic roadways and entry gateways. Scenic roadways accentuate the green expanses of the memorial parks. Entry gateways call attention to the City boundaries and welcome visitors to Colma.

Rare and Endangered Species

Two habitat areas in Colma are associated with existing sensitive species. The landfill area and its access road harbors a colony of the San Francisco Tree Lupine Moth, a threatened species. *Lupinus arboreus*, the moth's larval food plant, grew abundantly along the southern and eastern periphery of the landfill. The area along the boundary of the landfill and the access road can easily be replanted with *Lupinus arboreus* as this species adapts easily to disturbed sandy areas. Reclamation of the dump site should include lupine revegetation to provide the San Francisco Lupine Moth with the larval food plant it needs for survival. Future disturbance to the hillside area south of the dump haul road should be avoided.

Grassland habitat around the northern perimeter of the landfill adjacent to San Bruno Mountain is occupied by both the Mission Blue and Callippe Silverspot butterflies. Both of these butterflies are recognized as endangered species by the U.S. Fish and Wildlife Service. Although this habitat area lies outside of Colma's jurisdiction, boundary fencing should be installed by the adjoining private property owners to prevent indiscriminate trespass into the habitat area.

Open creekbeds and pond areas have potential for harboring the endangered San Francisco Garter Snake. A survey should be required for major new developments where those features exist.

Wildlife Species

Colma has a diversified wildlife population consisting of small animals. The Bay Area is located along the Pacific Flyway so migratory birds are attracted to the open spaces of San Bruno Mountain and to the memorial parks and cemetery irrigation ponds in Colma. It is not uncommon to view wild ducks and geese along with domestic fowl in the various cemetery lakes along El Camino Real in Colma. Other bird species seen in the area include vultures, hawks, owls and a variety of songbirds. Small animals common to the Colma area are snakes, lizards, gophers, squirrels, frogs, mice and rabbits.

Regional Recreation

Colma is located on the San Francisco Peninsula within close proximity to many outdoor recreational opportunities. San Bruno Mountain State and County Park borders Colma's northeastern boundary. The Park offers excellent hiking opportunities and outstanding views of San Francisco and the Central Bay Area. The San Francisco Bay and Pacific Ocean are easily accessible by car, and offer outstanding scenic and natural outdoor recreational opportunities.

Public Recreation and Community Meeting Facilities

Colma has acquired much of its resident population through annexations. Residents have enjoyed park and recreational facilities provided by San Mateo County or Daly City. The only recreation facilities in Colma are the Cypress Hills Golf Course and Driving Range. These facilities are privately owned and thus subject to phase out by the owner. The only public meeting space in Colma is at City Hall. This is satisfactory for small meetings but not sufficient for citywide gatherings. Given the present population in Colma and the Town's potential for population increase, it is desirable to plan for local park and recreation facilities for the future. Recognized planning standards, applicable to a town of Colma's size specify a community park measuring at least 1.2 acres.

Two potential locations for public park facilities exist in Colma. Consideration should be given to improving some portion of the City-owned lot adjacent to City Hall as a passive use park. Consideration should also be given to developing recreational park facilities in the Cypress Hills Area. The City Council should seek to establish a community-wide meeting hall and space for outdoor playfields and sport courts in this area. Provision of suitable park and recreational facilities should be required at the time a Master Plan for the Cypress Hills area is approved by the City Council.

OPEN SPACE AND CONSERVATION POLICIES AND PROGRAMS

Open Space and Conservation Policies

The following policies are set forth to help guide decision making with regard to open space and conservation in Colma:

Water Resources

1. The City will require water saving plumbing fixtures in new construction to conserve water.
2. The City will encourage project landscape schemes using drought tolerant plants to conserve water.
3. Surface and roof runoff from large scale projects (over 5 AC) shall be channeled to detention ponds to create potential recharge of ground water aquifers.
4. The City shall encourage the continued use of deep wells as a water source for irrigating the cemetery properties in order to conserve potable water.

Colma Creek

5. Remaining open areas of Colma Creek shall be protected and preserved for riparian habitat and aesthetic value. This includes the creek bed and a strip extending 15 feet on each side from top of bank. Particular emphasis shall be given to creek crossings at Serramonte Boulevard, Collins Avenue and El Camino Real.

Air Resources

6. Colma shall facilitate the flow of vehicular traffic along major thoroughfares to protect air quality and mitigate potential concentration of carbon monoxide.

Vegetation

7. Significant tree masses and other vegetative cover as indicated on the Open Space Map (Exhibit OS-1) shall be recognized as a natural resource and will be managed and preserved. Tree removal, if necessary, shall follow the guidelines of the Tree Ordinance. Any vegetation removed as part of a development process shall be subject to landscaping replacement. As a general rule, a one-for-one replacement will be required.

Project Landscaping

8. The City shall require all future landscape developments to use the representative plant list and landscape criteria set forth in Table OS-2 as a guideline.

Memorial Parks

9. The City shall encourage the preservation, care and maintenance of memorial parks. Uncommitted cemetery lands will be encouraged to be used for agricultural purposes. Conversion of uncommitted cemetery lands to commercial or residential uses shall be discouraged unless there is a demonstrated public need for such uses.

City Identity

10. The City shall maintain a visual and physical distinction from its surrounding cities.

Hillside Landfill Operation

11. The City shall require reclamation of the Hillside Landfill Dump. Reclamation shall include development of usable areas for recreational purposes and for enhancing the natural habitats for rare and endangered species associated with the adjacent San Bruno Mountain Park.

Cypress Hills Property

12. In future development of the Cypress Hills property the Master Plan shall provide for open space and public recreational land uses.

Rare and Endangered Species

13. Major new developments with properties having open creeks and ponds shall be subject to an investigation of the presence of the endangered San Francisco Garter Snake.
14. Disturbance to the hillside slope adjacent to the south edge of the Hillside Landfill haul road should be avoided in order to protect habitat of the threatened San Francisco Tree Lupine Moth.

Public Recreation

15. The Town shall endeavor to establish a community meeting hall and public park and recreation facilities in Colma.

Flooding

16. On-site stormwater retention shall be constructed for new developments which contribute runoff to Colma Creek to store the difference in runoff between the 10-year predevelopment storm (original natural state) and the 100-year post development storm, with stormwater released at the 10-year predevelopment rate.

Programs for Implementing Open Space and Conservation Policies

Both existing and proposed action programs are required for plan implementation. Reference is made as to whether the program is existing or proposed. Responsibility for program operation is identified.

California Environmental Quality Act (CEQA) Environmental Review Procedures (Existing)

Private and public land use proposals undergo an initial study to determine if environmental impacts will result. A determination is made as to whether a Negative Declaration is appropriate or an Environmental Impact Report (EIR) is required. Public input is collected and a decision is made regarding completeness and accuracy of the report before a project is approved or denied.

Responsibilities

City Planner - Prepares initial study; coordinates the review process.

Department Heads - Comment on environmental reports.

Interested Citizens - Provide input regarding report adequacy.

City Council - Decision making body; certifies report.

Zoning Ordinance (Existing, Amendment Recommended)

This ordinance sets forth the minimum spatial, intensity, and performance requirements for each type of land use consistent with the broader goals and policies of the General Plan. The permit procedure for development projects is embodied in this ordinance. Conditions of permit approval are routinely imposed to mitigate potential environmental impacts and to carry out General Plan policies. Specific to Open Space and Conservation is the authority to preserve important vegetation, protect sensitive habitat and set aside needed park and recreation facilities as part of the permit approval process. An amendment should be considered to allow resource extraction activities in a G (Cemetery/Open Space/Agriculture) district subject to a Use Permit and approved Reclamation Plan.

Responsibilities

City Planner - Evaluation of projects per standards; coordinates the review process; prepares amendments.

Department Heads - Comment on development proposals; suggest conditions of project approval; comments on amendments.

Interested Citizens - Provide input regarding suitability of specific uses at specific locations.

City Council - Decision making body; approves ordinance amendments; approves or denies proposed projects, with or without conditions, based on findings set forth in the Ordinance.

Subdivision Ordinance (Existing; Amendment Recommended)

This ordinance sets forth minimum standards for land division, access and utility service consistent with the General Plan and Zoning Ordinance. It allows the authority to collect development fees to offset public costs of certain public utilities, facilities and services. Consideration should be given to adopting a park and recreation fee to be levied against new residential development.

Responsibilities

City Planner - Reviews tentative and final subdivision maps; coordinates the review process; prepares amendments.

Department Heads - Comment on development proposals; suggest condition of approval; comments on amendments.

Interested Citizens - Provide input regarding suitability of project.

City Council - Decision making body; approves amendments; approves or denies subdivision with, or without, conditions based on findings set forth in the ordinance.

Tree Removal Ordinance (Existing)

The Tree Removal Ordinance was enacted to prohibit the removal of trees without a permit to do so. The Ordinance recognizes that removal of certain trees can destroy the natural beauty of some areas, contribute to erosion and increase the cost of maintaining drainage systems, reduce

protection against wind, and impair residential privacy and quiet. It is designed to protect the character and beauty of the Town as well as to promote public health, safety and welfare.

Responsibilities

City Planner - Inspect the site and trees to be removed; coordinate the review process.

Department Heads - Comment on tree removal; suggest conditions of granting removal permits.

Interested Citizens - Provide input regarding effects of tree removal.

City Council - Decision making body; approves or denies tree removal with, or without, conditions based on findings set forth in the ordinance.

Grading Ordinance (Existing)

This ordinance regulates land disturbance so that grading work results in stable slopes, erosion control and proper drainage. Conditions of permit issuance can be used to improve drainage, preserve important vegetation and to protect sensitive habitat. In most instances the issuance of a Grading Permit will follow issuance of a Use Permit.

Responsibilities

City Engineer - Inspects the site and coordinates the review process. Refers proposals to City Planner for CEQA review. Decision making body; issues permits with or without conditions following final CEQA action.

Department Heads - Comment on grading proposals when requested by City Engineer.

City Council - Acts on CEQA documents when applicable.

Surface Mining and Reclamation Ordinance (Existing)

This ordinance regulates resource extraction and land reclamation including the reclamation of land fill facilities.

Responsibilities

City Planner - Inspects the site and coordinates the review process.

Interested Citizens - Provide input regarding suitability of project.

City Council - Decision making body; approves or denies the project with, or without, conditions based on findings in the ordinance.

Community Meeting Hall and Public Park Facilities (Proposed)

Opportunities for establishing these facilities are discussed in the General Plan text. The City Council and City Staff should determine specific needs, acquire sites where needed and coordinate the design and implementation of facilities. This program should be coordinated with consideration of amendment to the subdivision ordinance to include park and recreation fees. If the City Council decides against park fees, some provision for these facilities may be required of private landowners at the time the City Council considers approval of Master Plan proposals or Use Permit requests.




THEORY OF THE EARTH AND ITS HISTORY






The theory of the earth and its history is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its features. The theory of the earth and its history is based on the study of the earth's rocks and fossils, and on the principles of geology. It is a science which is constantly developing, as new discoveries are made and new theories are proposed. The theory of the earth and its history is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its features. The theory of the earth and its history is based on the study of the earth's rocks and fossils, and on the principles of geology. It is a science which is constantly developing, as new discoveries are made and new theories are proposed.

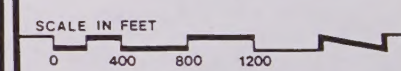
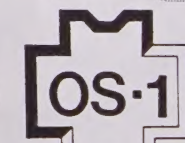
TOWN OF COLMA GENERAL PLAN

OPEN SPACE / CONSERVATION

CEMETERY LANDS

-  DEVELOPED TO CEMETERY
-  DEVELOPED ROADWAY FRONTAGE
-  TEMPORARY AGRICULTURE OR VACANT

-  RECREATION
-  LANDFILL
-  MAJOR TREE MASSES
-  OPEN DRAINAGE COURSES
-  SPECIAL FEATURES



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